

April 15, 2008

TO: Members of the MAG Regional Council

FROM: Mayor James M. Cavanaugh, Goodyear, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, April 23, 2008

MAG Office, Suite 200 - Saguaro Room

302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
April 23, 2008**

COUNCIL ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Regional Council on activities of general interest.

5. Approval of Consent Agenda

Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the March 26, 2008 Meeting Minutes

5A. Review and approval of the March 26, 2008 meeting minutes.

TRANSPORTATION ITEMS

*5B. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007. An administrative modification does not require a conformity determination. The Transportation Review Committee and the Management Committee recommended approval of these project changes. Since the Management Committee's recommendation, there has been an additional project identified by the City of Chandler that requests a modification. This item is on the April 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5C. ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

ADOT has requested that a small change in the funding from the State Transportation Acceleration Needs (STAN) account that was approved by MAG in December 2006 be modified slightly to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects. This has determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on

5B. Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

5C. Approval of the ADOT request to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

the MAG Freeway Program. The Transportation Review Committee and the Management Committee recommended approval of the project change. This item is on the April 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. MAG Commuter Rail Strategic Plan

Since February 2007, MAG has been working on a Commuter Rail Strategic Plan, which will establish a framework for implementing commuter rail service in Maricopa County and northern Pinal County. The MAG consultant provided project briefings to the Management Committee, Transportation Policy Committee, and Regional Council in November and December 2007. On March 27, 2008, the Transportation Review Committee recommended to accept the Commuter Rail Strategic Plan, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. The Transportation Review Committee and the Management Committee recommended acceptance. This item is on the April 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5E. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2007, to December 31, 2007. Upon request any of the notices can be removed from

5D. Acceptance of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

5E. Information and discussion.

the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Since this item was on the Management Committee for consultation, there has been an additional project identified by the City of Chandler that needs a modification. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. The comment period on the conformity assessments is now extended to April 23, 2008. Please refer to the enclosed material.

5F. Consultation.

GENERAL ITEMS

*5G. Discussion and Update on the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year in April by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document

5G. Information.

development-to-date. There are two changes to the new project requests for FY 2009: An additional project has been added in the Transportation Division, Travel Demand Model-Pinal County Review, for \$80,000; the Environmental Air Quality Associate for \$80,000 has been removed from the new project list. The elements of the budget document are about 80 percent complete. Please refer to the enclosed material.

*5H. Revision to the Social Services Block Grant Allocation Recommendations

On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the locally planned Social Services Block Grant dollars be forwarded to the Arizona Department of Economic Security (DES). On March 13, 2008, the MAG Human Services Technical Committee recommended approval of moving \$55,693 from the pregnant/parenting youth category to the basic needs category in the same target group. This revision will allow the agency that receives the funding, the City of Phoenix, to better utilize these funds while continuing to offer services to pregnant teens through other programs. The program that has historically received these funds has been eliminated. This revision will leave \$38,283 in the pregnant/parenting youth category for use by other agencies. The MAG Human Services Technical Committee and the MAG Management Committee recommended approval of the revision. Please refer to the enclosed material.

*5I. Nominating Committee

Each April, the Chair of the Regional Council appoints a five-member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council in April 2002, the Nominating Committee develops a slate of seven candidates. These candidates include a Chair, Vice Chair, Treasurer, the Past Chair, and three members at-large. If the Past Chair is not a current member of the Council, the Nominating

5H. Approval that the revised SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

5I. Announcement of the appointment of the members of the Nominating Committee by the Chair of the Regional Council.

Committee nominates an additional at-large member. The past Chair of the Regional Council, if still a current member, serves as Chair of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June. A report on the members of the Nominating Committee will be provided at the Regional Council meeting. Please refer to the enclosed material.

*5J. Regional Office Center Update and Consideration of Executive Committee Actions

At the March 26, 2008 Regional Council meeting, the future of the Regional Office Center project was discussed. Staff was directed to invite the partnering agencies (MAG, RPTA, METRO), and the Arizona Municipal Water Users Association (AMWUA) to participate in a joint meeting of the boards to discuss the issues involving the Regional Office Center Project to determine if the project will move forward. To prepare for this joint board meeting, staff was directed to work with the other three regional agencies to schedule a preliminary meeting, consisting of policy board members and directors, to identify the issues that are outstanding for each of the agencies. This information would be used to prepare the agendas for a joint meeting of up to four boards on April 23, 2008.

On April 7, 2008, the pre-meeting was held and steps were identified to move the project forward. It was determined that the respective agencies would consider these steps at their April board meeting.

On April 14, 2008, the MAG Regional Council Executive Committee reviewed these steps and recommended the following: 1) Analyze the current agency leases and project staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative budget to consider at different development sites; 2) Direct staff to identify buildings for sale and/or

- 5J. Approval to 1) Analyze the current agency leases and project staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative budget to consider at different development sites; 2) Direct staff to identify buildings for sale and/or lease in the Greater Phoenix Metro area; 3) Request David Kaye, the owner of the property at 1st Avenue/McKinley, to negotiate a first right of refusal on the property and terminate the payment of \$38,000 per month.

lease in the Greater Phoenix Metro area; 3) Request David Kaye, the owner of the property at 1st Avenue/McKinley, to negotiate a first right of refusal on the property and terminate the payment of \$38,000 per month. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Transportation Planning Update

For the past three years, MAG has been engaged with the regional planning organizations throughout Arizona to work collaboratively to address Arizona's growth and transportation issues. Concurrently, MAG has been working to address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Framework studies. MAG has also initiated a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies along with a statewide Transportation Reconnaissance Study have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. A report on these activities will be provided to the Regional Council. Please refer to the enclosed material.

6. Information, discussion and input by the Regional Council.

AIR QUALITY ITEMS

7. Maricopa County Clean Air Initiative

On February 13, 2008, Maricopa County kicked off its new clean air initiative called Running Out of Air. Cleaning the air is this region's main focus. Maricopa County is committing to thirty-eight dust pollution prevention measures in the MAG 2007 Five Percent Plan for PM-10 which was submitted to the Environmental Protection Agency. In addition to ramping up staff and increasing enforcement, Maricopa County is informing the public about dust pollution and asking all residents to do their part by making a clean air commitment.

7. Information and discussion.

GENERAL ITEMS

8. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

9. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

8. Information, discussion and possible action.

9. Information.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

March 26, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Thomas Schoaf, Litchfield Park
* Mayor Mary Manross, Scottsdale, Vice Chair	Supervisor Max W. Wilson, Maricopa Co.
# Councilmember Robin Barker, Apache Junction	Mayor Keno Hawker, Mesa
# Mayor Marie Lopez Rogers, Avondale	Mayor Ed Winkler, Paradise Valley
+ Councilmember Elaine May for Mayor Bobby Bryant, Buckeye	# Mayor Bob Barrett, Peoria
* Mayor Wayne Fulcher, Carefree	Vice Mayor Peggy Neely, Phoenix
* Councilmember Dick Esser, Cave Creek	# Mayor Art Sanders, Queen Creek
Mayor Boyd Dunn, Chandler	* President Diane Enos, Salt River
Mayor Fred Waterman, El Mirage	Pima-Maricopa Indian Community
* President Clinton Pattea, Fort McDowell	Mayor Lyn Truitt, Surprise
Yavapai Nation	Mayor Hugh Hallman, Tempe
* Mayor Wally Nichols, Fountain Hills	* Mayor Adolfo Gamez, Tolleson
# Mayor Fred Hull, Gila Bend	* Mayor Ron Badowski, Wickenburg
* Governor William Rhodes, Gila River Indian	Mayor Michael LeVault, Youngtown
Community	Felipe Zubia, State Transportation Board
Mayor Steven Berman, Gilbert	* Vacant, State Transportation Board
* Mayor Elaine Scruggs, Glendale	* David Martin, Citizens Transportation
Mayor Rebecca Jimenez, Guadalupe	Oversight Committee

* Those members neither present nor represented by proxy.
Attended by telephone conference call.
+ Attended by videoconference call.

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:08 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Cavanaugh noted that Councilmember Robin Barker, Mayor Bob Barrett, Mayor Fred Hull, Mayor Lopez Rogers, and Mayor Art Sanders were participating by teleconference, and Councilmember Elaine May, as proxy for Mayor Bobby Bryant, was participating by videoconference.

Chair Cavanaugh stated that Mayor Jimenez from Guadalupe had brought a special guest to the meeting. Mayor Jimenez introduced Michelle Smythe, a photojournalism student from the Walter Cronkite School of Journalism at Arizona State University. Ms. Smythe is writing an article on Mayor Jimenez.

Chair Cavanaugh noted materials at each place: A revised agenda and a memorandum for agenda item #5B, and an updated bill summary chart for agenda item #7. Transit tickets and parking validation were available to meeting attendees.

3. Call to the Audience

Chair Cavanaugh noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested not to exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Chair Cavanaugh noted that no public comment cards had been turned in.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of general interest.

Mr. Smith noted that the Housing and Regional Transportation Human Services Coordination Conference is scheduled to be held at the Desert Willow Conference Center on April 8, 2008. He stated that the purpose of the conference is to discuss best practices to better coordinate housing and transportation. Mr. Smith stated that the cost is \$35 and scholarships are available. He said that registrations are due March 31, 2008, and so far, more than 200 people have registered.

Mr. Smith stated that MAG will host a Socioeconomic Modeling Working Group meeting February 28 through March 1, 2008. He noted that representatives from eight Councils of Governments and Metropolitan Planning Organizations nationwide will review the current state-of-the-art in socioeconomic modeling. Mr. Smith noted that MAG's work, in conjunction with the University of Washington, is considered a best practice.

Mr. Smith stated that the Regional Council Executive Committee recommended that MAG participate in the River of Trade Corridor Coalition (ROTCC) as a one year pilot program. He noted that this involves hosting an ROTCC meeting. Mr. Smith reported that the meeting, along with a half day Arizona Transportation Summit, is being planned for May 29-30, 2008, at the Wigwam Resort, and all MAG member agencies will be invited to this event. He stated that Arizona issues and public/private

partnerships will be topics at the Summit. Chair Cavanaugh encouraged attendance at these events. Chair Cavanaugh thanked Mr. Smith for his report. No questions from the Council were noted.

5. Approval of Consent Agenda

Chair Cavanaugh noted that agenda items #5A through #5F were on the consent agenda. He noted that no public comment cards had been received. Chair Cavanaugh asked members if they had questions or requests to hear an item individually. None were noted.

Chair Cavanaugh called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mayor Hallman moved, Mayor Hawker seconded, and the motion passed unanimously.

5A. Approval of the February 27, 2008 Meeting Minutes

The Regional Council, by consent, approved the February 27, 2008 meeting minutes.

5B. Request to Accelerate the Union Hills/Loop 101 Traffic Interchange Widening

The Regional Council, by consent, approved the proposed acceleration of the Union Hills Traffic Interchange widening project contingent on MAG entering into the IGA with ADOT and the City of Peoria, and an amendment to the FY 2008 - FY 2012 Transportation Improvement Program and conformity determination. The City of Peoria is interested in accelerating the widening of the Union Hills Traffic Interchange (TI) bridge at the Loop 101 which is currently scheduled for construction by the Arizona Department of Transportation (ADOT) in FY 2012. An arterial street project to construct a Beardsley Road Connector with the Loop 101 is scheduled for construction in the fall of 2008. Given the proximity of the Beardsley Road Connector project to the Union Hills TI significant cost and convenience benefits accrue if both projects are constructed at the same time. ADOT concurs with the request to accelerate the Union Hills TI widening project. To facilitate the advancement of the Union Hills TI, Peoria has requested a HELP loan of \$9.91 million to finance the acceleration. The ADOT Life Cycle Freeway Program has this project programmed for \$18 million so substantial cost savings are expected. Peoria has requested that the interest expense be shared in accordance with the MAG Highway Acceleration Policy. The Management Committee recommended approval.

5C. Section 5310 Elderly and Individuals with Disabilities Transportation Program Applications

The Regional Council, by consent, approved forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation. On February 29, 2008, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing for the applications received for Federal Transit Administration (FTA) Section 5310 funding. FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 20 applications were submitted for capital assistance awards. Forty-five van requests, two radio requests, one software request, and three mobility manager requests were received and considered by the Committee. The Management Committee recommended forwarding the priority listing to ADOT.

5D. Status Update on the June 30, 2007 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2007

The Regional Council, by consent, accepted the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2007. The accounting firm of Cronstrom, Osuch and Company, PC has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2007. An unqualified audit opinion was issued on January 12, 2008 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. Two Management Letter comments were issued for the fiscal year ended June 30, 2007 and these are described with the management resolution by MAG in the attached memorandum. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2007 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2007 CAFR, this would be the agency's tenth consecutive award. The MAG Management Committee recommended acceptance.

5E. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information. This presentation and review of the FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. Due to current economic conditions, MAG is proposing no increase in estimated dues and assessments. The individual member dues and assessments may change due to population allocation, but the overall dues and assessments total of \$606,550 remains the same amount as FY 2008. Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2009 were provided for the February 13 Management Committee meeting and the February 27 Regional Council meeting. Since the new projects for FY 2009 were presented in February, there have been three changes to the project list. An Air Quality Associate for \$80,000 has been deleted and two transportation projects have been added to the proposed list. A transportation project entitled, "MAG Travel Demand Modeling - Pinal County Review," has been added for \$80,000. The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that have been collected by CAAG,

CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County. In addition, a transportation project titled, "Safety Evaluation of the MAG Elderly Mobility Sign Project On-Call," budgeted for \$50,000 has been added to new project requests. The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group initiated a Sign Project in FY 2008 in which sixteen jurisdictions are installing street name signs with larger font sizes, advanced street name signs, and internal illumination signs based on the FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. One component of this sign installation program is a safety evaluation element which will be addressed by this project. An updated proposed project list is included in the "MAG Programs in Brief" to reflect the proposed project changes. The FY 2009 budgeted expenses for MAG show an overall decrease of about 2.1 percent from last year. This decrease is, in part, due to a decrease in the budgeted amounts for overhead and a 50 percent reduction in proposed capital expenditures. The reason for the large capital decrease is that a majority of MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years. MAG staff has an annual performance evaluation in June and based on performance, salary increases that average up to five percent may be awarded. There are no new staff positions being requested for FY 2009 and FTE at MAG remains at 75.25. This item was on the agenda for information.

5F. MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area. The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Sonoran Valley Planning Area. The ultimate capacities for the State Land WRF and Southern Region WRF would be 4.75 million gallons per day (mgd) and 24 mgd, respectively. The Section 23 WRF and Section 28 WRF would each have an ultimate capacity limited to 0.6 mgd. Reclaimed water from the four facilities would be disposed of through reuse, recharge, and Arizona Pollutant Discharge Elimination System Permit discharge points to the Waterman Wash. The project is located within three miles of the City of Avondale, Town of Buckeye, City of Maricopa, the Gila River Indian Community, and unincorporated Maricopa and Pinal Counties. To date, five of the six entities have indicated no objections. The public hearing on the draft amendment was conducted on February 13, 2008. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment.

6. Regional Office Center Update

Mr. Smith reviewed the latest actions taken on the Regional Office Center (ROC) project. On December 19, 2007, the Regional Council, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RPTA) Boards approved a Memorandum of Cooperation with each agency providing \$330,000 for shared costs. These costs included approximately \$38,000 monthly payments on the land through August 2008, legal bond counsel and construction manager costs to date, and the Ryan Companies' indemnification for approximately \$525,000. Mr. Smith noted that the MAG Regional Council also accepted the Design Build Rankings from the Title 34 procurement process.

Mr. Smith stated that since the December Regional Council meeting, MAG has received the documents from the Ryan Companies and delivered them to McCarthy. He said that McCarthy offered to do a level of confidence estimate for the building at their cost. At the February 19, 2008, Regional Council Executive Committee meeting, the Committee heard a report from McCarthy that a value engineering process is needed to remain within the building budget.

Mr. Smith stated that the Valley Metro Board requested that they would like the partners to share in the potential downside if they could not sublet their existing office space once it was vacated. He stated that the Executive Committee noted that this was not a part of the Memorandum of Cooperation and it would be the responsibility of Valley Metro Rail.

Mr. Smith stated that on February 19, 2008, the Executive Committee recommended the Amended and Restated Memorandum of Cooperation (MOC), and authorized the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies contingent upon approval of the Amended and Restated MOC by the other agency boards without further changes. He noted that the Executive Committee also recommended approval of MAG increasing the amount of the maximum shared cost by \$220,000, bringing the total to \$550,000. He said that \$500,000 of this funding, to be equally shared by the agencies, would provide for a preconstruction services contract with McCarthy to receive a guaranteed maximum price (GMP) for the project.

Mr. Smith stated that on February 20, 2008, the Valley Metro Board voted unanimously to approve the Amended and Restated Memorandum of Cooperation increasing the maximum of shared equal costs among the agencies from \$330,000 to \$550,000 each, and authorized entering into a preconstruction services contract with McCarthy Building Companies, with the request that MAG and the RPTA assist Valley Metro Rail in assuming possible liability in their current lease upon locating in the Regional Office Center.

Mr. Smith stated that on February 21, 2008, by a vote of 7-6, the RPTA Board approved the Amended and Restated Memorandum of Cooperation increasing their share of costs from \$330,000 to \$550,000, and authorized entering into a preconstruction services contract with McCarthy to exceed \$500,000. Mr. Smith noted that there were several questions on the building, and MAG was requested to return to the RPTA Board on March 20 to provide information.

Mr. Smith reported that at the March 17, 2008, Regional Council Executive Committee meeting, the Committee discussed the status of the Regional Office Center project and the actions of the Valley Metro Rail Board and the RPTA Board that had transpired since the February Executive Committee meeting. He stated that the Executive Committee recommended the following: 1) Terminate the terms of the Memorandum of Cooperation (MOC) for the Regional Office Center with the RPTA and METRO based on METRO's action to not accept the Amended and Restated MOC without further changes, and 2) Direct MAG staff to inform McCarthy Building Companies that negotiations regarding the Regional Office Center are suspended until further notice from MAG. The Committee also directed MAG staff to explore other options for MAG office space and present that information at a future meeting.

Mr. Smith expressed his appreciation to the Executive Committee, who considered the Regional Office Center at 14 meetings, to the Regional Council, who voted eight times on various aspects of the project,

and to the Regional Office Center partners. He also thanked Mayor Hawker who believed in the merits of this project and led the Building Lease Working Group.

Mr. Smith stated that this project is at a crossroads; the building project was started in January 2005. He stated that the action before the Regional Council acknowledges that as this project is about ready to be launched, there is a renegotiation request by one agency and a narrow vote by another agency. Mr. Smith stated that the LLC is formed, the credit report is ready to receive a market indicators report, McCarthy is ready to proceed on the project, option payments have been made on the land, the GPLET terms have been negotiated with the City of Phoenix, the attorneys from the partnering agencies have discussed the form of lease, and the Industrial Development Authority is ready to go forward.

Mr. Smith stated that the major premise of the project was that it was important for three regional transportation agencies to locate in the same building to further improve efficiency and communication and to have shared meeting space that is convenient for the member agencies and at the end of financing the project to own the building.

Mr. Smith shared some of the criticisms heard on the building: It is not necessary for the agencies to be together; the proposed building is not large enough if all of the local transit agencies consolidate in the future; the project is too costly; the economy is down and now is not the right time to move forward on this project; this is a MAG project and agencies want to do their own building; the project is in the wrong location; this is a bad business deal for MAG; the project has gone on too long.

Mr. Smith stated that MAG is a regional planning organization and a Council of Governments, and cannot be continually planning a building. He stated that MAG needs to move forward on a project that will happen.

Mayor Hawker stated he supported the premise of sharing expenses, personnel, and payroll, etc., and a consolidated location made some sense. He commented that if a government has a 20-year mission and they know they have funding, it makes more sense to build equity rather than leasing. In anticipating additional needs, doing so would leave an asset that could always be sold. Mayor Hawker stated that addressing long term needs, as opposed to leasing makes sense and avoids the disruption and expense caused by moving. He commented that sharing facilities was a positive. Mayor Hawker remarked that it is possible to find lease space at a lower cost, for example, the City of Mesa has a closed Wal Mart on the light rail line, but he was not sure that is the quality location desired for employees or the location representative of a regional building. Mayor Hawker stated that he liked the concept of owning a building and not continuing to lease. He commented that in retrospect, if this process could be redone, MAG would not be the lead agency and all four boards would sit at the table. Mayor Hawker suggested that the Regional Council consider convening a group meeting, including AMWUA, to jointly discuss the project and make a final decision whether or not to continue. We keep hearing the boards are making decisions, but he was not sure the action is representative of the feeling of the city behind the representative. Mayor Hawker stated that he may be on the AMWUA and RPTA boards, but he represents the City of Mesa and he wants to see holistically if this is a good idea, and vote not from the perspective of the representative of just one agency.

Mayor Hawker moved that the Regional Council convene an agency meeting with the boards of MAG, RPTA, Valley Metro Rail, and AMWUA, to jointly discuss the Regional Office Center project and make a final decision on whether to convene or continue to regionally cooperate on a joint use building. Vice Mayor Neely seconded.

Mayor Hallman expressed his appreciation for the passion and extraordinary amount of work by Mayor Hawker and Mr. Smith to create the opportunity for agencies to work synergistically. He said that he had a different obligation to each organization because there are different interests involved. Mayor Hallman suggested having communication at the political and staff leadership levels to fully understand the issues before terminating the project. He agreed with not dragging out the issue interminably. Mayor Hallman said that generations from now, there will probably be a single transportation group and this should not be treated as separate pieces. Mayor Hallman stated that he wholeheartedly supported Mayor Hawker's idea of having a conversation of policy makers and senior staff. He indicated he would be glad to work on this alongside Mayor Hawker.

Chair Cavanaugh asked Mayor Hawker if he was suggesting representatives or the entire boards meet. Mayor Hawker replied that there could be difficulties in the time required to appoint members to subcommittees; with a 7-6 vote at RPTA, it could take them a few meetings to decide who to send. Mayor Hawker commented that his idea was to convene an historic meeting with the boards, legal representatives, and Executive Directors to make a decision on whether to proceed with the Regional Office Center.

Mayor Hallman commented that having all board members in attendance could be more unworkable, but he would be willing to explore any road recommended by Mayor Hawker. He stated that he did not think who the representatives are was as important as starting the discussion to identify the issues that caused six RPTA representatives to say no and see if those issues can be overcome. Mayor Hallman commented that even if Valley Metro Rail went forward with the project, would it be desirable to move forward with an organization that is split and down the road changed its mind which makes the project more difficult to finish. Mayor Hallman stated that he would like to know those issues in detail. A working group could do that and report back to the four agencies within 30 days. He stated that at that time, the bodies could decide to move forward or not.

Vice Mayor Neely noted that she could foresee as many issues with a subcommittee as an entire board. She commented that having heard from different parties how the votes went, she realized that some groups' questions have still not been answered. Vice Mayor Neely suggested that each board have its own meeting with full discussion. She said she was not sure they will be able to arrive at a decision, but at least they could have a full dialogue. Vice Mayor Neely stated that a lot of problems resulted from messengers coming back and forth. Without a full group discussion, she thought that issues might not be resolved because messages are not delivered in the manner they should be. Vice Mayor Neely expressed that she thought dialogue, presentations and concerns are what are needed on the table.

Mayor Berman stated that he would like MAG to locate a building to fit all needs, then give each agency a price for their portion, and they could agree to be a partner or not.

Mr. Smith stated that staff could do the preplanning for a joint meeting and send information to all three boards. If there is an opportunity to talk this through and frame the issues, the boards will know what they have to discuss.

Mayor Dunn indicated that he thought the four agencies need to decide for themselves how they want to be represented. The key is whoever has the passion on the issue should be there. Mayor Dunn noted his amazement at how Mr. Smith has worked through all of these issues. He stated that he has been a decision maker on all four boards at one time or another, and put the hat on for that agency even though he was also representing MAG. Mayor Dunn stated that he did not support AMWUA's involvement. He commented that he tries to be true to each individual agency while supporting what MAG has been trying to do. Mayor Dunn said he supported Mayor Hawker's effort because of extensive experience in this process and supported all of the agencies coming together one more time. Mayor Dunn mentioned that the League of Arizona Cities and Towns is also experiencing the same thing, but not on this magnitude.

Mayor Schoaf stated that as a member of the Executive Committee, he watched Mayor Hawker and Mr. Smith put in a lot of hard work on this project and they need to be congratulated. He pointed out that for the last year, the Executive Committee has been split on whether the Regional Office Center should go forward at all. Mayor Schoaf stated that a lot of the issues revolve around the cost and the basic transaction. He commented that he was in an unusual position because he represented only MAG, and was not on the other agencies' boards. Mayor Schoaf expressed that he has consistently been opposed to the building because it has much more space than MAG currently has, the cost per square foot has increased tremendously, and MAG pays the entire cost for the 42,000 square-foot conference center. Mayor Schoaf stated that MAG has been the lead agency and when decisions were made, they were to the detriment of MAG. He indicated that he opposed the current concept of the building. He added that the idea of building a building and having partners is a good idea, but it should be a fair partnership and each agency should carry its own weight. Mayor Schoaf stated that splitting the risk among the agencies might be negotiated, but the basic deal would be all entities owning the building with its percentage based on space, even common areas, so MAG does not need to carry all the weight.

Mayor Hallman commented that Mayor Schoaf made a point that would be helpful to discuss at the policy level. He added that as Mayor Dunn suggested, each agency could decide how it would be represented, but have those most passionate come together to outline the issues. Mayor Hallman commented that Valley Metro Rail has handled the process differently than MAG, and many of these conversations at the policy level have not taken place. He added that he has a proxy at AMWUA and at RPTA, and which one or all three should represent Tempe on the four agencies? Mayor Hallman urged getting all of the issues on the table. He stated that he suspected that MAG provided the conference center to allow the opportunity of having such a facility to the other agencies. Mayor Hallman stated that Valley Metro Rail has less of a need for conference space, but might need it in the future; however, its board never discussed if this should be considered in offsetting some of the lease risk. Mayor Hallman expressed that he was willing to go in the direction desired by Mayor Hawker, but suggested that the motion might be amended to first establish a subgroup to outline the issues, which would then be in a position to go forward with a larger meeting.

Chair Cavanaugh asked Mayor Schoaf if he disagreed with bringing the group together. Mayor Schoaf replied that he disagreed with the basic question of building a \$90 million building within the terms negotiated thus far. He commented that too much money was being spent and in a way not fair to MAG.

Mayor Hawker stated that the working group could outline a potential agenda to determine the items for discussion by the four agencies. He indicated that he thought it is a two-step process. Mayor Hawker said that the motion says that all boards would be invited to the larger meeting, but an interim step is needed to get to the issues that will be discussed at the larger meeting. Vice Mayor Neely, as second, stated that she would accept that amendment.

Mayor Hawker commented on the difficulties that could be encountered if agencies need a few meetings to decide who will represent them at the subgroup meeting.

Mayor Hallman indicated his willingness to serve if Mayor Hawker would serve as facilitator of MAG.

Mayor Schoaf stated that the Regional Office Center has been discussed many times at MAG and he would be surprised if the MAG issues were unknown. He indicated that the issues might be written down and circulated, but he was not sure another meeting was needed, since the Executive Committee vetted this project extensively and discussed the pros and cons. Mayor Schoaf commented that this might not be the case with the other agencies and they might need to compile their issues.

Mr. Smith noted that some of the issues are already known. The RPTA board, after the 7-6 vote, came up with a list of questions to consider at their next meeting, and Valley Metro Rail has requested that MAG and RPTA assume some of the risk. Mr. Smith stated that the meeting could determine if there are any other issues that could be dealt with.

Chair Cavanaugh stated that it sounded like a working group of representatives from the four agencies would convene, no quorum required, in an open meeting. He stated that he did not see a need to bring together the entire councils.

Mayor Hallman stated that if the working group could reach an agreement, a full meeting might not be necessary. Mayor Hallman noted to Mayor Schoaf that his idea was to join Mayor Hawker to see if there were any hidden agendas that might be resolved. Mayor Hallman commented that he and Mayor Hawker represented 40 percent of the Valley Metro Rail board; in addition, Mayor Dunn sits on the four boards. From those agency perspectives the issues causing this project to stall can be uncovered, then resolved, and get a different outcome than the one over the past three years. Mayor Hallman stated that his goal was to accomplish this in 30 days, and he felt a meeting would be worthwhile. He stated that Mayor Schoaf's concern of economic viability from the MAG perspective is an important one to address. He added that he was hearing other viewpoints more clearly tonight than he had heard in the past.

Chair Cavanaugh stated that the motion on the table says that MAG will convene a four-agency working group to jointly discuss the Regional Office Center project and make a final recommendation to a joint meeting of all four boards. He noted that any MAG member agency would be eligible to be on the

working group. Chair Cavanaugh noted that there were no questions from the Council. He called a vote on the motion, which passed, with Mayor Lopez Rogers voting no.

7. Legislative Update

Nathan Pryor provided an update on legislative issues of interest. He stated that the Energy and Independence and Security Act, which was approved in December 2007, established a minimum 80 percent federal share for CMAQ funds. Mr. Pryor stated that MAG has been working with the Congressional delegation on this. He noted that the House Transportation and Infrastructure Committee has identified an administrative fix. Mr. Pryor added that Congress is in recess right now, and he will continue to update the Council as information is received.

Mr. Pryor stated that House Bill (HB) 2092 failed on March 17th. The bill said that state or county transportation projects that are submitted for voter approval would be broken down by mode and voted on separately instead of as a comprehensive plan.

Mr. Pryor stated that House Concurrent Resolution 2016 would require ADOT to make recommendations to the Governor and Legislature for the implementation of a statewide transportation plan using the results from Building a Quality Arizona. He noted there is some ambiguity in the language that staff is reviewing.

Mr. Pryor stated that HB 2381, which is the bill that increases the percentage paid out of the Emergency Telecommunications Services Fund for administrative costs from three percent to five percent, has passed the House and has moved to the Senate.

8. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Supervisor Wilson stated that the Board of Supervisors met that morning for about two to three hours on PM-10 issues. He reported that the Board voted unanimously to revise the rules and he thought they would be coming to MAG as soon as possible. Supervisor Wilson noted that some people were unhappy with the action and requested there be a delay, but it needed to be done because the region does not want to lose federal funds. Supervisor Wilson stated that a federal representative addressed the Board and advised that there was not enough time to accommodate delay.

There being no further business, the Regional Council meeting adjourned at 6:05 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007.

There has been an additional project identified since the mail out of the Transportation Policy Committee (TPC) agenda that requests a project change. The City of Chandler is including construction of a left hand turn lane into a project and this was not included in the original project listing. A modification to the description and costs of Project # CH12-805 is needed.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be initiated for these projects.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

PRIOR COMMITTEE ACTIONS:

The Transportation Policy Committee meets on April 16, 2008. An update of the action taken at Transportation Policy Committee will be provided at the Regional Council meeting on April 23, 2008.

Management Committee: On April 9, 2008 the Management Committee unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
George Hoffman, Apache Junction	Christopher Brady, Mesa
Jeanine Guy, Buckeye	Jim Bacon, Paradise Valley
Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
Usama Abujbarah, Cave Creek	Karen Peters for Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Spencer Isom for B.J. Cornwall, El Mirage	Bryan Meyers, Salt River Pima-Maricopa Indian Community
Phil Dorchester, Fort McDowell Yavapai Nation	Brad Lundahl for John Little, Scottsdale
# Kate Zanon, Fountain Hills	Prisila Ferreira, Surprise
# Lynn Farmer, Gila Bend	Amber Wakeman for Charlie Meyer, Tempe
Joseph Manuel, Gila River Indian Community	Chris Hurley for Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
Ed Beasley, Glendale	* Lloyce Robinson, Youngtown
Mark Brown for Brian Dalke, Goodyear	* Victor Mendez, ADOT
Mark Johnson, Guadalupe	Kenny Harris for David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee (TRC): On March 27, 2008, the TRC unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

Maricopa County: John Hauskins	Mesa: Scott Butler
ADOT: Floyd Roehrich	Paradise Valley: Robert M. Cicarelli
Avondale: David Fitzhugh	Peoria: Dan Nissen for David Moody
Buckeye: Scott Lowe	Phoenix: Tom Callow
Chandler: Patrice Kraus	* Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
* Gila Bend: Lynn Farmer	Surprise: Stephanie Wilson for Randy Overmyer
Gilbert: Tami Ryall	Tempe: Carlos De Leon
Glendale: Terry Johnson	Valley Metro Rail: John Farry
* Goodyear: Cato Esquivel	Youngtown: Lloyce Robinson
* Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Vacant
- * Street Committee: Darryl Crossman,
Litchfield Park

- * Pedestrian Working Group:
Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

- * Members neither present nor represented by proxy.
- + - Attended by Videoconference
- # - Attended by Audioconference

Pedestrian Working Group & the Regional Bicycle Task Force : On March 18, 2008 , the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to TMP08-602 and TMP07-303.

MEMBERS ATTENDING

- Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
- * Bruce Meyers, ADOA Gen. Services
- * Michael Sanders, ADOT
- Brian Fellows, ADOT
- Michael Eagan, ASLA, Arizona Chapter
- Margaret Boone-Pixley, Avondale
- Ann Marie Riley for Michael Normand, Chandler
- Rich Rumer Coalition for AZ Bicyclists
- Mark Smith, El Mirage
- * Allan Grover, Glendale

- Farhad Tavassoli, Goodyear
- Michael Cartsonis, Litchfield Park
- * Peggy Rubach, Maricopa County
- ^ Jim Hash, Mesa
- Brandon Forrey, Peoria
- Katherine Coles, Phoenix
- Briiana Leon, Phoenix
- Mike Roche, Queen Creek
- Suzanne Day, RPTA
- Reed Kempton, Scottsdale
- Eric Iwersen, Tempe
- Lance Ferrell, Surprise

- *Members neither present nor represented by proxy.
- ^Attended via audio-conference

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300.

PROJECT CHANGE SHEET
Regional Council April 15, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-751	ADOT	I-17 at Dove Valley Rd	Advance construct new TI (City Advancement)	2009	0.4	Local Govt	\$ 26,500,000			\$ 26,500,000	Admin Mod: Increase budget by \$9.9 million and defer project from 08 to 09.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			\$ 23,800,000	\$ 23,800,000	Admin. Mod: Increase budget by \$1.6 million.
DOT08-842	ADOT	MAG Regionwide	Noise reduction Study within Maricopa County	2008	n/a	RARF			\$ 65,000	\$ 65,000	Amend: Create a new noise mitigation study project
CHN12-805	Chandler	Chandler Blvd at Price Rd/Loop 101 (Pima Fwy) TI	Extend bicycle lane through the interchange (phase 2). Provide additional westbound left turn at the intersection for dual lefts.	2012	0.5	CMAQ	\$ 1,888,111	\$ 938,889	\$ -	\$ 2,827,000	Modify the project description, local costs, and total costs, an increase of \$1,485,730 to reflect the inclusion of an additional turn lane.
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	\$ 951,000	\$ 2,550,000	\$ -	\$ 3,501,000	Admin Mod: Repackage project. Location is expanded, and project total costs increased by \$1,001,000 to include TMP07-303.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	\$ 201,000	\$ 800,000	\$ -	\$ 1,001,000	Amend: Delete project. Repackage with TMP08-602
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	\$ 27,412	\$ 45,550	\$ -	\$ 72,962	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		\$ 208,686	\$ -	\$ 208,686	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		\$ 149,629	\$ -	\$ 149,629	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	\$ 31,712	\$ 56,086	\$ -	\$ 87,798	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		\$ 238,419	\$ -	\$ 238,419	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		\$ 180,495	\$ -	\$ 180,495	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

SUMMARY:

In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. ADOT has requested that the funding from the STAN Account be modified slightly to decrease funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project, and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects. It has been determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The MAG Transportation Review Committee recommended approval of the project change.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: It has been determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resources required for the design phase of the projects is consistent with the proposed funding levels.

POLICY: There is no fiscal impact on the MAG Freeway Program.

ACTION NEEDED:

Approval of the ADOT request to decrease STAN funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

PRIOR COMMITTEE ACTIONS:

This item is on the April 16, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On April 9, 2008, the Management Committee recommended approval of the ADOT request to decrease STAN funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair
George Hoffman, Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Spencer Isom for B.J. Cornwall,
El Mirage
Phil Dorchester, Fort McDowell
Yavapai Nation
Kate Zanon, Fountain Hills
Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Brown for Brian Dalke, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park

Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Karen Peters for Frank Fairbanks, Phoenix
John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
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Brad Lundahl for John Little, Scottsdale
Prisila Ferreira, Surprise
Amber Wakeman for Charlie Meyer,
Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Kenny Harris for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

Transportation Review Committee: On March 27, 2008, the MAG Transportation Review Committee recommended approval of the ADOT request to decrease STAN funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

MEMBERS ATTENDING

Maricopa County: John Hauskins
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Litchfield Park
- * Pedestrian Working Group:
Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

- * Members neither present nor represented by proxy.
- + - Attended by Videoconference # - Attended by Audioconference

CONTACT PERSON:

Eric Anderson, MAG, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

MAG Commuter Rail Strategic Plan

SUMMARY:

Commuter rail service has been discussed as a transportation option in Arizona since the early 1980's. Most recently, the 2003 MAG High Capacity Transit Study analyzed the costs and physical requirements for implementing commuter rail service. The High Capacity Transit Study also identified over 129 miles of potential commuter rail corridors in the region. However, the Regional Transportation Plan (RTP) does not include funding to build and operate commuter rail. The RTP indicates that population densities sufficient to warrant an investment in commuter rail may not occur within the twenty year planning horizon. Recognizing that population expansion may occur at a higher rate than currently projected, the RTP allocates funding to continue developing commuter rail concepts for the region.

MAG launched a commuter rail strategic planning process in February 2007. The purpose of the planning process was to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County. The strategic plan builds upon technical information from the High Capacity Transit Study and on-going passenger rail planning by the Arizona Department of Transportation (ADOT) to provide a framework for implementing commuter rail service in the MAG region. The planning process was guided by a Commuter Rail Stakeholders Group, which helped develop the project goals and objectives, participated in a SWOT Analysis (Strengths, Weaknesses, Opportunities, and Threats), and assisted in preparing the commuter rail action plans. The resulting Commuter Rail Strategic Plan establishes an implementation framework that includes the following elements:

- **A Concept System Plan** that defines conceptual operating characteristics for five existing freight rail corridors and five potential new corridors in emerging growth areas.
- Three distinct **Implementation Scenarios** that include a Get Started Scenario for a single corridor, a Starter System for two corridors, and a Regional System Scenario which would implement commuter rail on multiple corridors simultaneously. The draft Strategic Plan includes a review of how each of these scenarios have been employed in other cities across the country.
- Three categories of **Implementation Requirements** that include coordination with railroad companies, governance and administration, and funding options.
- Twelve **Implementation Steps** to coordinate future work to implement commuter rail service in the MAG region:
 1. On-going coordination
 2. Union Pacific passenger rail coordination & planning
 3. Burlington Northern/Santa Fe Railway passenger rail coordination & planning
 4. Regional transit planning
 5. Future corridor development plans
 6. Identify funding source commitment
 7. Develop governance plan
 8. Develop partnerships with local railroads
 9. Pass enabling legislation
 10. Develop seamless transit system

11. Achieve regional sustainability goals
12. Identify and preserve future options

The draft Commuter Rail Strategic Plan recognizes ADOT's role in statewide passenger rail planning. In particular, ADOT's upcoming High Speed Passenger Rail Strategic Plan will identify options for intercity rail service between metropolitan Phoenix and metropolitan Tucson. As outlined in Implementation Step #5-Future Corridor Development Plans, future commuter rail studies on Union Pacific corridors will be possible after ADOT defines a preferred route for intercity service between metropolitan Phoenix and metropolitan Tucson.

Implementation Step #3-Burlington Northern Santa Fe Railway Coordination includes a corridor development plan for the BNSF/Grand Avenue Corridor. Proceeding with this study would not identify the corridor as the region's top priority, but would, in conjunction with ADOT's work with Union Pacific, keep both railroads actively engaged in the passenger rail planning process.

A copy of the draft Executive Summary is included with this information summary. The full report is located at the following website location: <http://www.mag.maricopa.gov/project.cms?item=7338>.

PUBLIC INPUT:

A Commuter Rail Stakeholders Group met four times during the course of the project to assess information and to help shape major recommendations. In addition to the four stakeholder meetings, MAG hosted a public meeting on March 6, 2008, to present the draft Strategic Plan and to receive comments. Meeting presentations and summaries are available on the MAG website at the following location: <http://www.mag.maricopa.gov/project.cms?item=7338>.

PROS & CONS:

PROS: The Commuter Rail Strategic Plan defines a regional framework for developing and implementing future commuter rail service.

CONS: Implementation of a commuter rail system will require a new funding source.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Future commuter rail plans and studies would be conducted within the framework of the Commuter Rail Strategic Plan.

POLICY: The draft Strategic Plan provides a policy framework for implementing commuter rail service in the MAG region. In particular, the plan provides three policy options for future consideration: 1) a Get Started Scenario along a single rail corridor; 2) a Starter System Scenario along two rail corridors; and 3) a Regional System Scenario which would focus on implementing commuter rail in multiple corridors simultaneously.

ACTION NEEDED:

Acceptance of the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) On-going Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

PRIOR COMMITTEE ACTIONS:

This item is on the April 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On April 9, 2008, the MAG Management Committee recommended to accept the Commuter Rail Strategic Plan and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair
George Hoffman, Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Spencer Isom for B.J. Cornwall, El Mirage
Phil Dorchester, Fort McDowell
Yavapai Nation
Kate Zanon, Fountain Hills
Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Brown for Brian Dalke, Goodyear
Mark Johnson, Guadalupe

Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Karen Peters for Frank Fairbanks, Phoenix
John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for John Little, Scottsdale
Prisila Ferreira, Surprise
Amber Wakeman for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

On March 27, 2008, the Transportation Review Committee recommended to accept the Commuter Rail Strategic Plan and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for
Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Vacant
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

The project team presented project updates to the MAG Management Committee on November 7, 2007, the Transportation Policy Committee on December 12, 2007, and the Regional Council on December 19, 2007.

CONTACT PERSON:

Kevin Wallace, MAG Transit Program Manager, (602) 254-6300.

MAG COMMUTER RAIL STRATEGIC PLAN

EXECUTIVE SUMMARY DRAFT FEBRUARY 2008

COMMUTER RAIL STRATEGIC PLAN OVERVIEW

Since the early 1980's, jurisdictions in the Phoenix metropolitan area have considered the possibility of operating passenger rail service on the existing freight rail lines to serve longer trips between activity centers. Although some of these lines were previously used for passenger service, all of the lines in operation today provide freight service. The last passenger rail service in Phoenix was operated by Amtrak and ended service in the mid-1990s. Commuter rail service was also operated for several months from Mesa to downtown Phoenix in 1982 following flooding along the Salt River that destroyed bridges and at-grade roadway crossings.

Over the next twenty-five years, Maricopa and northern Pinal County are projected to nearly double in population, with an anticipated total of 7 million people in 2030. Developing a commuter rail system will provide an alternative transportation mode to meet travel demands resulting from expected growth in Maricopa County and northern Pinal County. This anticipated growth will put additional strain on an already congested transportation system, cause additional air quality concerns, and further challenge transportation funding sources of the region.

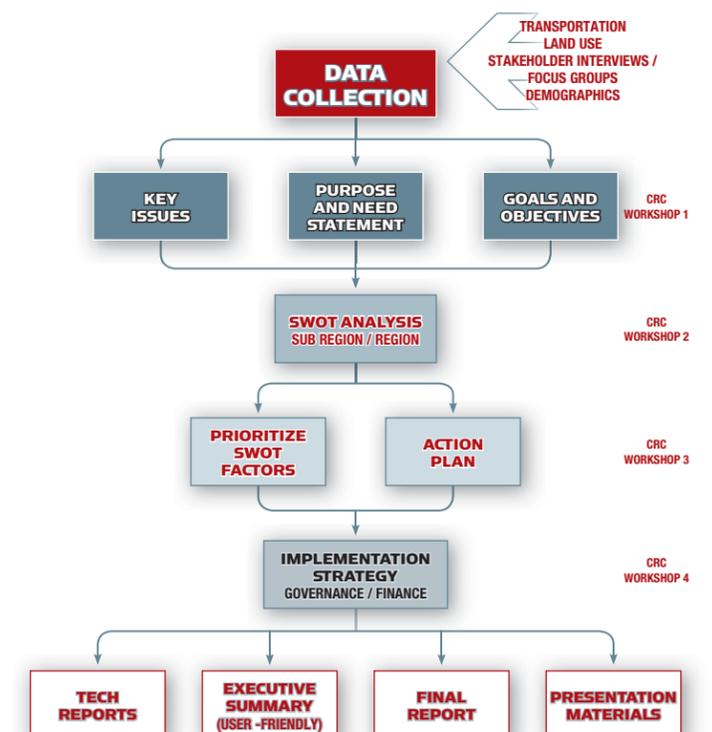
Previous studies including the Maricopa Association of Governments (MAG) High Capacity Transit Study (2003) showed that commuter rail service operating on freight rail lines could offer an alternative transportation mode in congested primary corridors in the region. As part of the overall plan to fund the region's transportation needs over the next 20 years, Proposition 400 was approved by voters in November 2004 and allocated a portion of sales tax revenues to study the options for commuter rail.

The Commuter Rail Strategic Plan was initiated by MAG to define the requirements and steps that will need to be

followed for Maricopa and northern Pinal Counties to plan for and potentially implement commuter rail service. The one-year planning and stakeholder coordination process commenced in February 2007.

Several organizations and groups contributed to the development of the Strategic Plan including MAG, Pinal County, the Arizona Department of Transportation (ADOT), Metro Rail (METRO), the Regional Public Transportation Authority (RPTA) and the Commuter Rail Stakeholders Group (CRSG). The planning process is illustrated in Figure 1.

FIGURE 1: PLANNING PROCESS

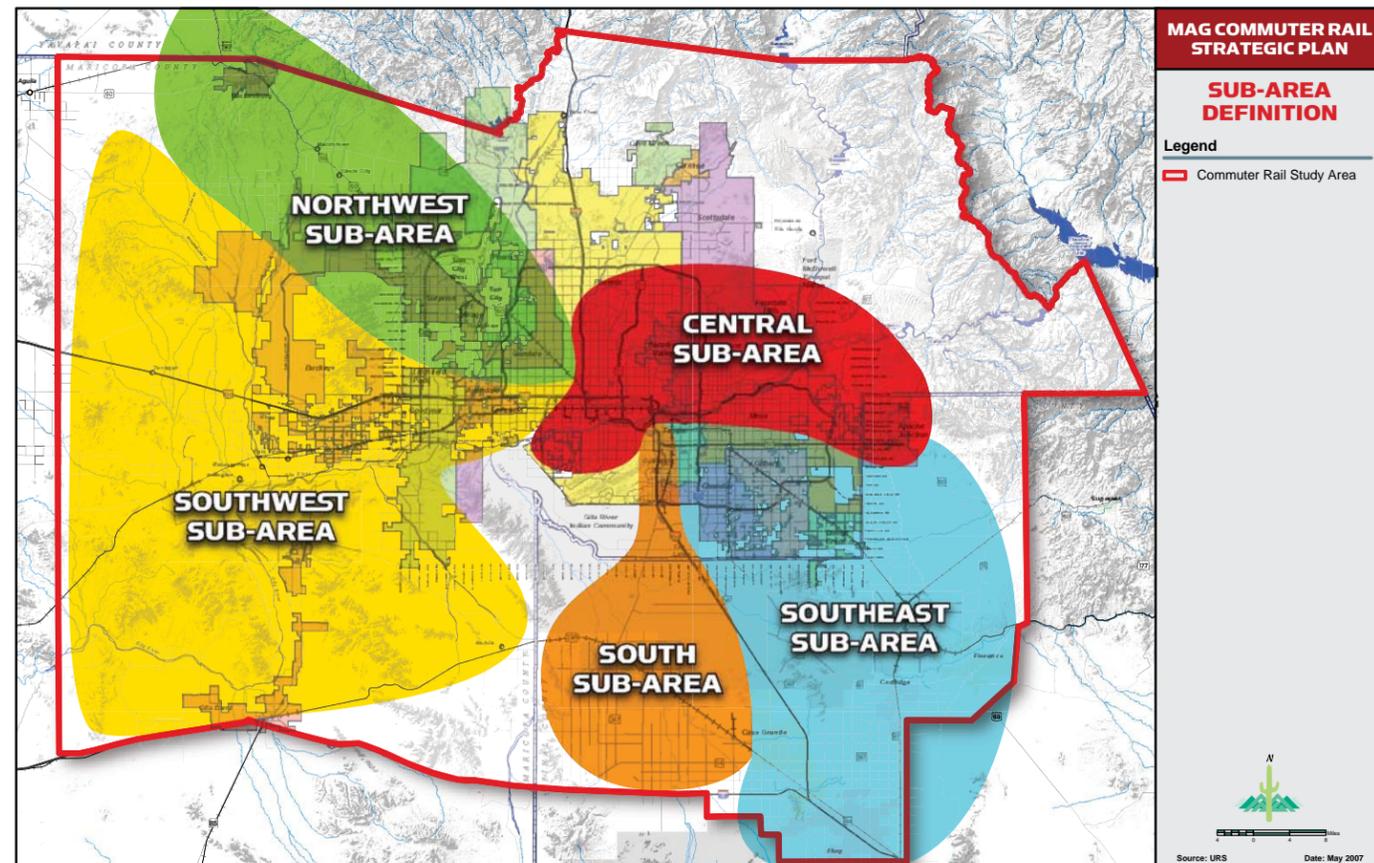


COMMUTER RAIL STAKEHOLDERS GROUP

A Commuter Rail Stakeholders Group (CRSG) was established to comment on, and help shape, major policy recommendations for implementing commuter rail in the study area. The CRSG consists of public and private agencies and entities with interest in determining how to implement Commuter Rail services in the region.

The CRSG met four times throughout the course of the project to assess information and provide input to shape major policy recommendations. In addition, the CRSG helped define smaller geographic study areas to focus stakeholder involvement and create a sense of community building and linkages as part of this regional planning effort. These sub-areas consist of the Southwest, Southeast, Northwest, Central, and South corridors. Figure 2 depicts the location of all five sub-areas. Union Pacific and BNSF Railway both own rail lines in portions of these sub-areas.

FIGURE 2: SUBAREA DEFINITION



NEED FOR COMMUTER RAIL IN MARICOPA AND NORTHERN PINAL COUNTIES

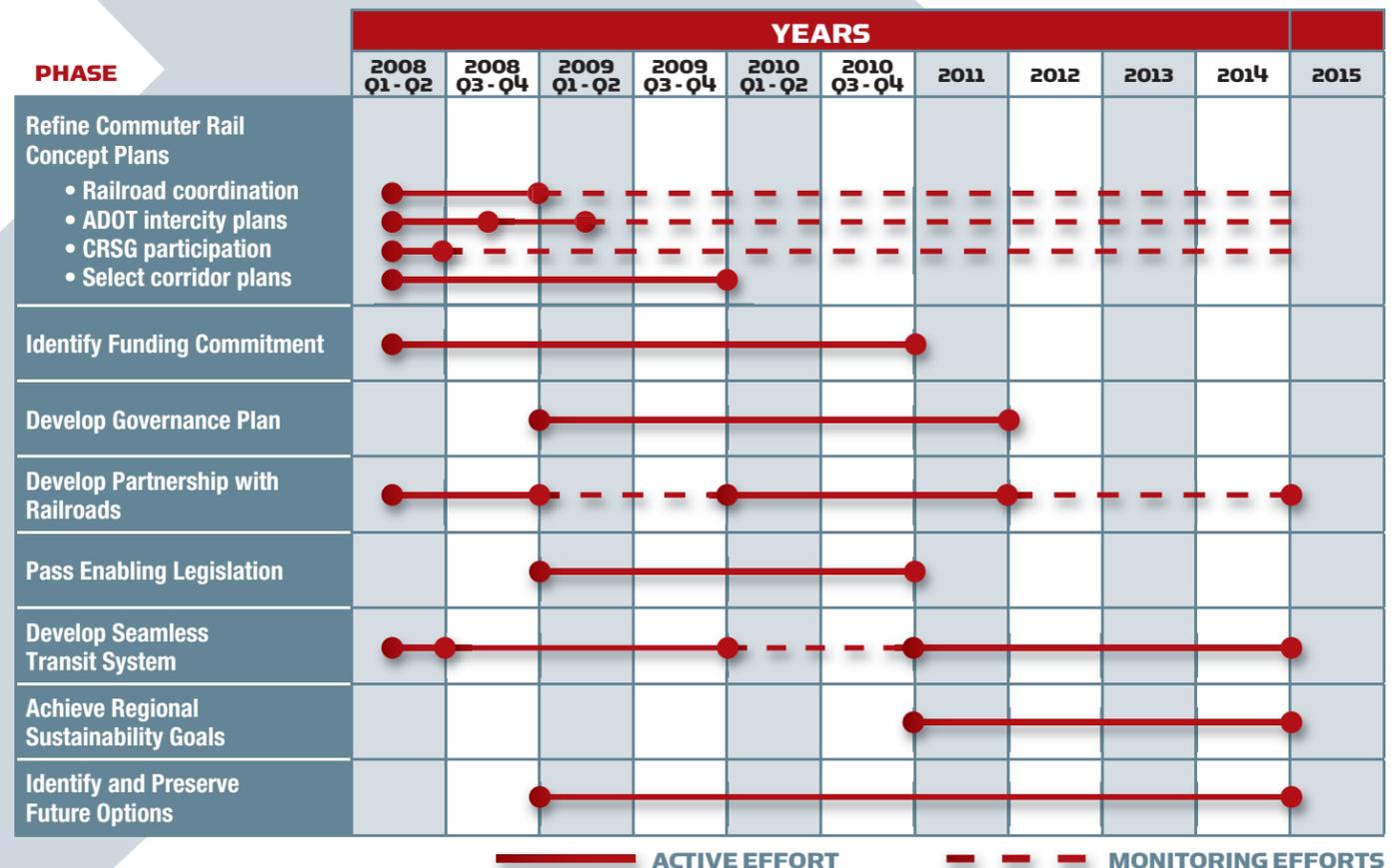
Projected growth in the region combined with fundamental constraints on the ability of highway improvements alone to accommodate this growth have created greater interest in providing travel alternatives to the automobile. As indicated by the passage of Proposition 400, there is a growing public acknowledgement that both highway and transit improvements are needed to address the future demands as part of a "shared solution" to provide for the safe and efficient movement of people and goods within the region. The potential development of a commuter rail system could offer a travel alternative for some congested corridors within the region and could also support economic development in the Phoenix metropolitan area.

Commuter rail can serve high volumes of travelers taking longer trips during rush hour periods. Commuter rail is an important part of the transportation system in many large

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
11) ACHIEVE REGIONAL SUSTAINABILITY GOALS <ul style="list-style-type: none"> Develop the commuter rail system to reinforce and achieve regional sustainability goals and plans relative to energy and the environment. This will include attention to environmental requirements, land use plans and opportunities, and joint project development. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015
12) IDENTIFY AND PRESERVE FUTURE OPTIONS <ul style="list-style-type: none"> Use planning studies to identify and preserve rights-of-way in developing and underdeveloped areas for multimodal transportation corridors to include roadway and rail transit. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015

Source: URS, 2008

IMPLEMENTATION STEPS - SCHEDULE



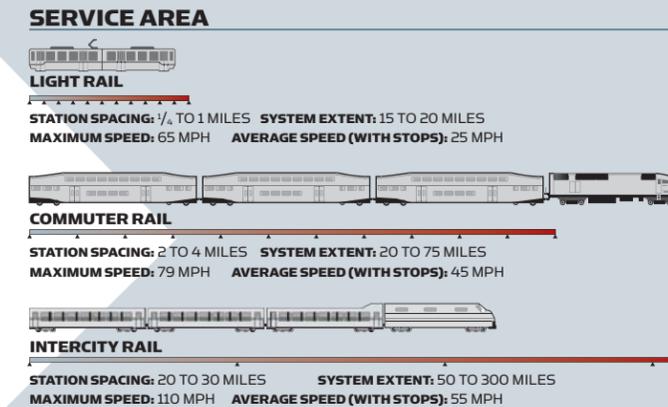
ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
<p>7) DEVELOP GOVERNANCE PLAN</p> <ul style="list-style-type: none"> The number of agencies involved in developing a governance plan may be determined by the geographic area for the proposed service. Agencies within the defined service area should work together to plan and implement a regional commuter rail system. The agencies would maintain their current responsibilities and funding for their current programs but would be jointly charged with implementation of commuter rail in the region. The transportation agencies should agree to implement and administer the commuter rail system by one of a variety of means including: <ul style="list-style-type: none"> A new Passenger Rail Authority (PRA); Designation of one of the agencies as the Passenger Rail Authority; or Establishment of a new Joint Powers Authority (JPA) with a provision for representation appropriate to the corridor or system to be implemented. One potential example of a regional Joint Powers Authority would be through the formation of a multi-county Megapolitan Planning Council. 	MAG CAAG ADOT RPTA METRO	Local Jurisdictions	2009-2011
<p>8) DEVELOP PARTNERSHIPS WITH RAILROADS</p> <ul style="list-style-type: none"> Develop a public/ private Memorandum of Understanding followed by detailed agreements with freight railroad companies to define funding and to implement commuter rail facilities and services that will mutually benefit the public and private sector interests. 	Passenger Rail Authority or Joint Powers Authority	BNSF UP Rail Authority Elected officials Tribal Communities	2009-2011
<p>9) PASS ENABLING LEGISLATION</p> <ul style="list-style-type: none"> Work to pass enabling legislation relative to liability and indemnification to facilitate commuter rail operations in freight rail corridors similar to legislation recently passed in Minnesota, Virginia, New Mexico, and Colorado. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT	2010-2011
<p>10) DEVELOP SEAMLESS TRANSIT SYSTEM</p> <ul style="list-style-type: none"> Coordinate joint planning and operations to develop a seamless system of transit services throughout the Maricopa/northern Pinal region. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT Existing Transit Providers County Governments Tribal Communities Railroads Major Landowners Business Community	2010-2015

CONTINUED »

western cities such as Los Angeles, San Diego, Albuquerque, and Seattle and will be opening in Salt Lake City in 2008. Commuter rail is also a vital part of the transportation system in many mid-western and eastern cities; serving trips from outlying suburban areas into the center of the region for work, education and other purposes. Working with the highway system, High Occupancy Vehicle facilities and other transit improvements such as Light Rail Transit (LRT), Bus Rapid Transit (BRT) and local bus services, commuter rail can serve the longer trip needs as part of an overall regional transportation network.

Key differences between commuter rail service and other types of rail transit are shown in Figure 3.

FIGURE 3: TRANSIT COMPARISONS



POPULATION GROWTH

Continued urban growth in the outlying areas of Maricopa County and nearby Pinal County will dramatically increase travel demands throughout the region. Maricopa and northern Pinal Counties are projected to more than double in population from the 2005 base of 3.9 million to 7.0 million people in 2030, an increase of 82%.

REGIONAL TRAVEL DEMAND

In many parts of the region, affordable housing is being built farther away from the major employment centers such as Downtown Phoenix, north Central Avenue, the Sky Harbor Airport complex and Tempe/ASU. This results in heavy travel demand that are focused along the major highway corridors of Interstate 10, US 60, Grand Avenue, and State Routes 101 and 202.

TRAFFIC CONGESTION

Today, many of the major highways in the region operate at poor levels of service during peak travel periods. This congestion is expected to worsen over the next 25 years. Travel times are already more than an hour each direction for many commuters, and with frequent incidents, travel times become much longer. The increased demand will further diminish the reliability of the highway system for autos and buses. Commuter rail service could offer higher speeds for trips over 25 miles in length and offer more reliable travel times because trains do not compete with automobile traffic.

EXISTING RAILROAD LINES

Topographic barriers to development of new and expansion of existing transportation facilities exist in the area such as mountains, rivers, and sensitive environmental habitat areas. Jurisdictional boundaries including State and Federal Lands and Indian Reservations also pose challenges in implementing new transportation corridors that require development on new right-of-way. Therefore, consideration of the use of existing freight rail lines for future commuter rail service in partnership with the private railroad companies offers an alternative that may be more quickly implemented.

INTERCITY RAIL SERVICE

The State of Arizona continues to investigate the potential for intercity rail service between Phoenix and Tucson, expanding to other parts of the state over time. Ongoing studies have defined possible facilities and operating strategies that could be used in conjunction with a regional commuter rail system. Cooperative planning and partnership with the freight railroad companies may offer combined benefits for passenger rail services.

COMMUTER RAIL?



Commuter Rail service is typically provided between a central city and adjacent suburbs using railroad passenger cars. Propulsion is either conventional push-pull locomotives or self-propelled diesel multiple unit cars. In push-pull service, the locomotive pulls the train in one direction and pushes the train in the opposite direction.

The commuter coach cars can be either single-level or bi-level in configuration. The number of seated passengers per car ranges from 80 to 150 depending on the configuration of the car.

Maximum train speeds for typical commuter rail cars are between 60 and 80 miles per hour. The train speed varies depending on number of stations, track condition and alignment, and local ordinances. At-grade roadway crossings would be protected by appropriate warning devices and operating procedures.

Stations could be spaced as frequently as every two to four miles, or spaced up to 10 miles apart depending upon travel demands. As a collection point for commuters, parking and bus transfer facilities would be provided. Because these locations could serve as a focal point from which to make connections to other parts of the region, joint development of more intensive land uses could be supported.

BENEFITS OF COMMUTER RAIL

Commuter rail service has the potential to carry a substantial number of passengers during peak periods over longer distances and with reliable travel times other surface transportation modes. These features are important to provide relief to congested travel corridors.

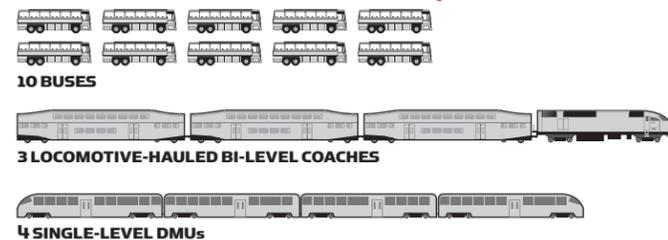
Carry longer trips in congested corridors

Commuter rail is more efficient for longer trips when compared to other modes of travel such as LRT, BRT or by express buses.

Figure 4 illustrates the cost-effective considerations in moving passengers longer distances than smaller transit vehicles.

FIGURE 4: COMMUTER RAIL EFFICIENCY

COMMUTER RAIL IS MORE EFFICIENT FOR LONGER TRIPS TO CARRY 300-400 PASSENGERS REQUIRES:



Offer relief in peak periods

Because commuter rail is separated from the roadway and not impacted by motor vehicle congestion or accidents, it can offer efficient and reliable travel times. Implementation of commuter rail could save travel time and remove automobiles from the highway system, ultimately helping to reduce peak period congestion and helping to improve air quality for the region.

Offer connections to other modes

The implementation of commuter rail can maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.

Commuter rail could improve travel options available in Pinal County and other developing outlying areas of the state that currently have limited bus, rail, and air service for intercity trips.

Provide Service to Urban Centers

Commuter rail could create social benefits by enhancing and strengthening urban centers. In combination with appropriate local land use policies, the increased accessibility afforded by the commuter rail service could encourage more intensive development and may lead to higher property values around stations.

Support Community and Regional Plans

The implementation of commuter rail in the Maricopa and northern Pinal region is highly compatible with local General Plans for communities along the existing freight lines.

In addition, use of commuter rail could reduce overall automobile vehicle-miles of travel in the region. For each commuter rail car operating at seating capacity, between 9,000 and 10,000 vehicle miles traveled (VMT) could be eliminated each day. Reduced VMT saves energy, air pollutant emissions and can help reduce peak period congestion on parallel highways.

The implementation of commuter rail could decrease emissions by reducing pollution generated by automobile combustion engines. The following graphic illustrates the overall net benefit to regional air quality for commuter rail due to reduction in regional VMT. Three locomotive hauled

STEPS FOR IMPLEMENTATION OF COMMUTER RAIL

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
1) ON-GOING COORDINATION <ul style="list-style-type: none"> Coordination with freight railroads for improved facilities and freight movement. Coordination with ADOT for intercity passenger service between Phoenix and Tucson. On-going stakeholder involvement as projects are developed. 	MAG CAAG ADOT	BNSF UP METRO RPTA Local Jurisdictions	On-going
2) UNION PACIFIC PASSENGER RAIL COORDINATION & PLANNING <ul style="list-style-type: none"> Continue coordination between ADOT and Union Pacific regarding opportunities for passenger rail service in Arizona. Develop corridor specific recommendations for intercity passenger rail service between Phoenix and Tucson and provide necessary details for implementation. After ADOT selects a preferred route for Phoenix/Tucson passenger rail service, identify opportunities for additional regional commuter rail service along Union Pacific corridors in Maricopa County and northern Pinal County. 	ADOT	MAG CAAG PAG METRO RPTA Local Jurisdictions	2008-2009
3) BURLINGTON NORTHERN/SANTA FE RAILWAY PASSENGER RAIL COORDINATION & PLANNING <ul style="list-style-type: none"> Continue coordination between ADOT and BNSF Railway regarding opportunities for passenger rail service in Arizona. Develop corridor specific recommendations for the BNSF/Grand Avenue Corridor and provide necessary details for implementation. 	MAG	BNSF ADOT METRO RPTA Local Jurisdictions	2008-2009
4) REGIONAL TRANSIT PLANNING <ul style="list-style-type: none"> Develop corridor specific recommendations and provide necessary details for implementation. (e.g., MAG Transit Framework Plan, Pinal County Transit Feasibility Review, High Speed Rail Strategic Plan). 	MAG ADOT Pinal County	Local Jurisdictions RPTA METRO	2008-2009
5) FUTURE CORRIDOR DEVELOPMENT PLANS <ul style="list-style-type: none"> Applicable to the following corridors: UP Sunset Corridor, UP Phoenix Subdivision Chandler Branch, Tempe Industrial Lead, UP-Yuma/West, Copper Basin Railway, Magma Arizona Railroad, and possible extensions. Pending recommendations from current planning studies (e.g., ADOT High Speed Passenger Rail Strategic Plan, METRO Tempe South Alternatives Analysis, etc.), develop corridor specific recommendations and provide necessary details for implementation. 	MAG CAAG	BNSF UP ADOT METRO RPTA Copper Basin Railway Magma Arizona Railroad	2009-2012
6) IDENTIFY FUNDING SOURCE COMMITMENT <ul style="list-style-type: none"> Define new revenue streams that would be dedicated to development and ongoing operation of the commuter rail system. An assured funding commitment will be required to negotiate for trackage rights or right-of-way from the railroads. At the same time it is important to recognize the strong preference to avoid disrupting current programmed projects and funding among the agencies. 	MAG CAAG ADOT Legislature	Local Jurisdictions	2008-2010

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Starter System Scenario

The Starter System would include multiple corridors and could focus on more than one congested corridor and possibly serve outlying Maricopa County and Pinal County. The Starter System scenario benefits would include: relatively low cost of entry and the possibility to upgrade the system over time. Examples of Starter Systems include Salt Lake City Commuter Rail and the Virginia Railway Express commuter rail service that connects the Northern Virginia area with Washington, DC.

Regional System Scenario

The Regional System scenario would focus on implementing commuter rail in multiple corridors simultaneously and could therefore serve more of the region. This scenario would provide the region with several social and environmental benefits including improving transportation mobility, promoting sustainability, and helping to shape regional growth. However due to a complex system with multiple corridors extending throughout the region, this scenario would probably require separate facilities from freight rail, would be more costly, and would be the most complex of the three scenarios in regards to governance, administration, and funding. Examples of Regional Systems include the Metrolink commuter rail in Los Angeles, California and the Denver FasTracks transit expansion program.

SCENARIO	DAILY RIDERSHIP CAPACITY	POTENTIAL ANNUAL VMT SERVED (MILLION PER YEAR)	CONCEPTUAL CAPITAL COST
GET STARTED	10,100	60-65	\$50M - 400M
STARTER SYSTEM	20,200	125-130	\$400M - 800M
REGIONAL SYSTEM	141,000	800-900	\$800M to \$2B

IMPLEMENTATION REQUIREMENTS

To successfully implement and operate a commuter rail system, jurisdictions in the region must address three requirements with a comprehensive approach:

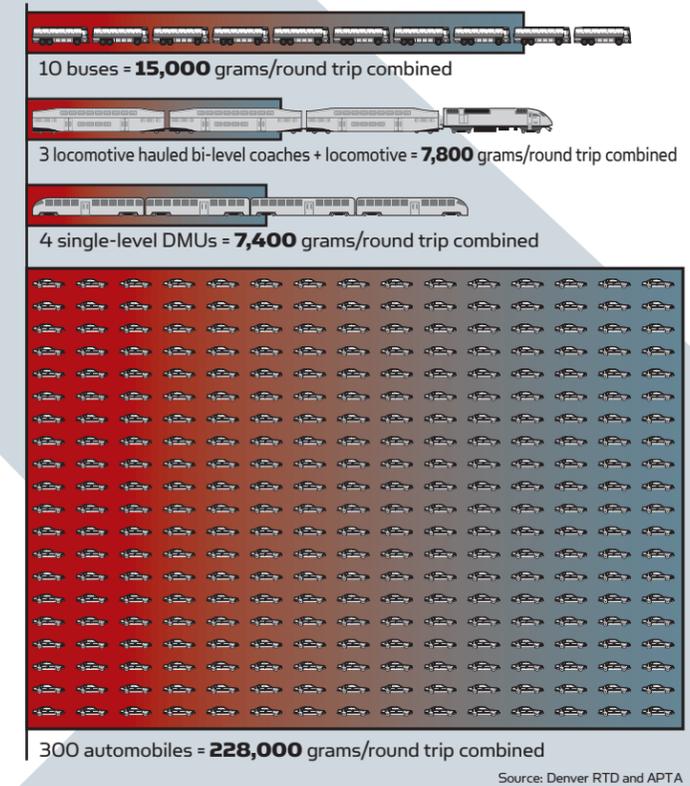
- ➔ **Coordination with Freight Railroad Companies –**
The primary alignments for the commuter rail system would follow existing railroad lines. Development of a strong working relationship with the railroad companies will be critical to successful implementation. It is important to clearly understand the business needs of the private-sector railroad companies to develop agreements to use tracks or to build new ones in the rail right-of-way.
- ➔ **Governance and Administration Options –**
An acceptable plan to govern and administer the commuter rail system will be necessary among the existing regional transportation planning and funding agencies. Current responsibilities must be respected and an acceptable process must be developed to make decisions relative to the commuter rail system. Numerous models from other urban areas can serve as examples.
- ➔ **Funding Options –** Current funding sources are mostly committed to existing transportation programs and projects. Additional sources of funding will be needed to support a commuter rail system. Funding programs for other urban areas can serve as examples for the region.

COMMUTER RAIL SYSTEM IMPLEMENTATION REQUIREMENTS

A coordinated effort by jurisdictions in the region will be needed to implement commuter rail services. Working closely together, jurisdictions will need to carefully develop approaches to partnering with the freight railroad companies, establishing a sustainable funding source and defining a governance and administration mechanism.

Using the goals, objectives and action items identified by the CRSG, the following twelve steps were defined to implement the Commuter Rail Strategic Plan.

bi-level coaches have the same capacity as 300 automobiles, carrying 300-400 passengers, 50 miles round trip. By reducing the number of automobiles, total emissions of PM₁₀, NO_x and CO would be reduced.



COMMUTER RAIL STAKEHOLDERS GROUP PROCESS FINDINGS

The MAG Commuter Rail Strategic Plan process supported outreach efforts of the Commuter Rail Stakeholders Group (CRSG) in regularly scheduled meetings and workshops.

Specifically, the CRSG began their work by analyzing strengths, weaknesses, opportunities, and threat (SWOT) issues by subarea. This analysis examined connectivity, land use, capacity requirements, and other commuter rail related issues from a corridor or localized standpoint. The SWOT analysis also helped to develop project goals and objectives.

Action plans, related to the identified commuter rail goals and objectives we also developed by the CRSG. These action plans were incorporated into the development of

the implementation strategy for commuter rail in Maricopa and Pinal County.

There were several key issues identified throughout the CRSG process. These key issues include:

- ➔ Continued regional growth of population and employment throughout the metropolitan area.
- ➔ Availability of existing railroad alignments in the primary travel corridors.
- ➔ Increase in the cost of fuel and travel.
- ➔ Need for environmental sustainability by reducing air pollutants and usage of natural resources.
- ➔ Need for cooperation between public and private entities. Such as government agencies and private railroad companies.

Using the key issues as a base, the CRSG also identified challenges to implementing commuter rail in the region:

- ➔ Possible conflicts with current and planned freight railroad operations.
- ➔ Rapid development of land uses foreclosing opportunities for alignments and stations.
- ➔ Physical and geographic constraints limit locations for new alignments.
- ➔ Coordination with jurisdictional interests and policies.
- ➔ Availability and competition for regional, state and federal funding and resources.
- ➔ Cost of building and operating a commuter rail system within the context of other planned improvements.

OTHER WESTERN CITIES WITH COMMUTER RAIL

- Albuquerque, NM RailRunner
- Dallas, TX Trinity Railway Express (TRE)
- Los Angeles, CA Metrolink
- San Diego, CA Coaster
- Salt Lake City, UT Front Runner (April 2008)
- San Francisco, CA CALTRAIN
- Seattle, WA Sounder

COMMUTER RAIL STRATEGIC PLAN GOALS AND OBJECTIVES

The following goals were developed by the CRSG and served as guiding principles for the MAG Commuter Rail Strategic Plan.

Goal 1- Employ Commuter Rail to Shape Regional Growth

- Objective 1:** Reinforce multi-centered development
- Objective 2:** Stimulate economic development
- Objective 3:** Spur development in Urban Centers

Goal 2- Improve Transportation Mobility Opportunities by Implementing Commuter Rail

- Objective 1:** Provide multimodal travel options in congested travel corridors
- Objective 2:** Provide peak period alternative mode to help minimize future vehicular congestion
- Objective 3:** Serve regional trips, as well as trips between and within major activity centers
- Objective 4:** Maintain or improve travel times within existing and planned activity centers

Goal 3- Provide a Seamless and Cost Effective Commuter Rail Option

- Objective 1:** Utilize existing land and railroad right-of-way
- Objective 2:** Utilize available as well as new funding sources
- Objective 3:** Minimize capital and operating costs
- Objective 4:** Plan integrated corridors

Goal 4- Promote Sustainability through the Implementation of Commuter Rail

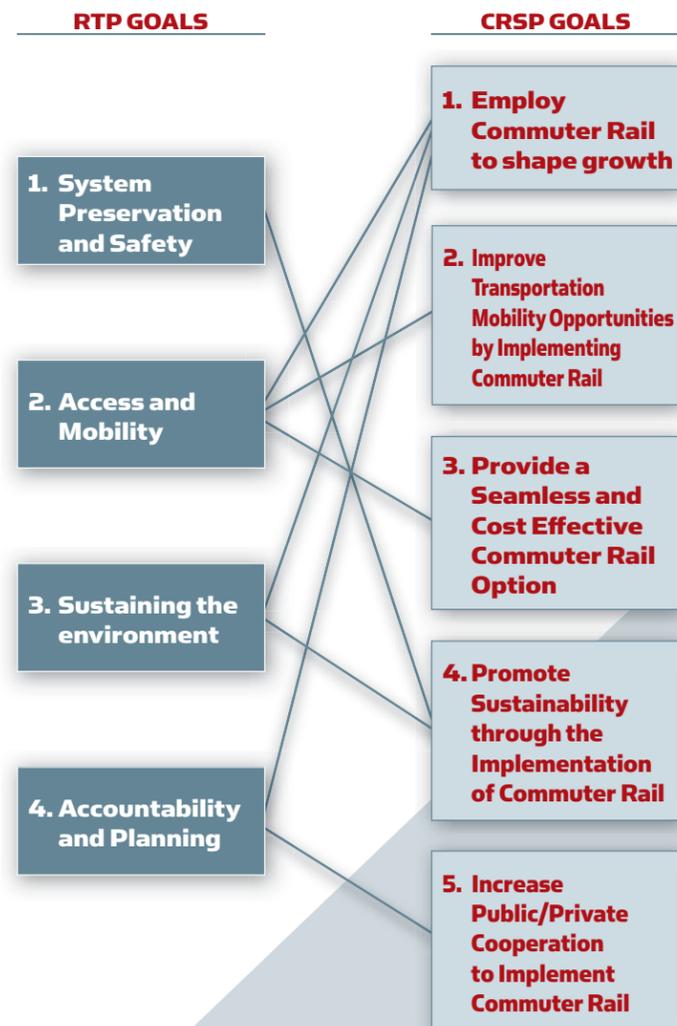
- Objective 1:** Maintain or improve regional air quality
- Objective 2:** Develop transportation projects that help focus developments near activity centers
- Objective 3:** Provide a dependable long-term transportation solution in critical corridors

Goal 5-Increase Public/Private Cooperation to Implement Commuter Rail

- Objective 1:** Foster public/private partnerships
- Objective 2:** Educate and inform the public
- Objective 3:** Provide public and private sector funding options
- Objective 4:** Develop local and regional support for commuter rail

The Commuter Rail Strategic Plan (CRSP) goals were compared to the MAG Regional Transportation Plan to assess consistency. Figure 5 illustrates the comparison and identifies the relationships between the two sets of goals.

FIGURE 5: COMPARISON OF RTP AND CRSP GOALS



COMMUTER RAIL SYSTEM PLAN CONCEPT

The System Plan Concept is oriented around the five freight rail lines that are currently in place in the study area. The system plan is based on the recommendations from the High Capacity Transit Study, (MAG, 2003) and the alignments that were subsequently incorporated into the 2030 RTP vision plan for commuter rail. These corridors are:

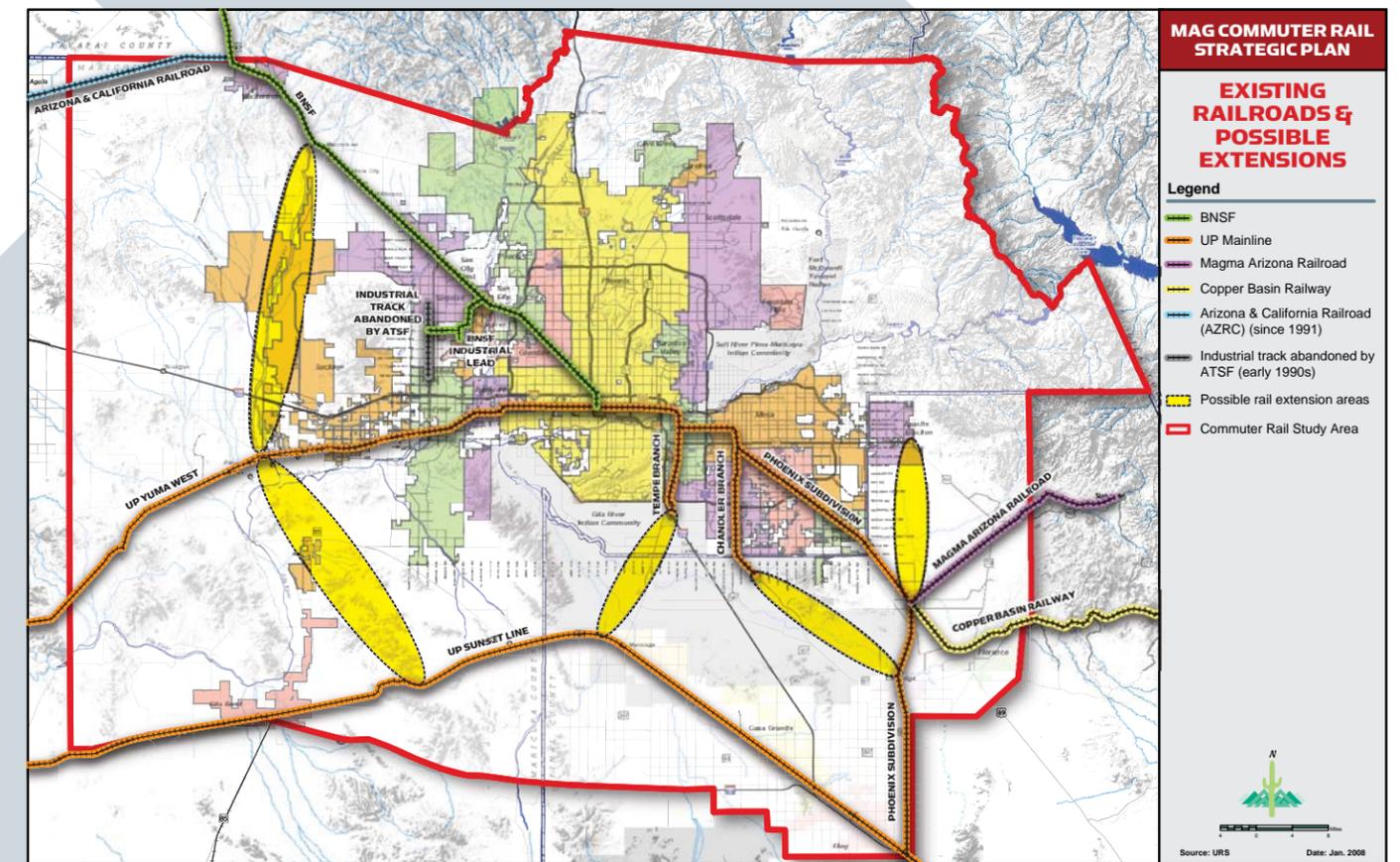
- ➔ BNSF-Grand Avenue
- ➔ UP Mainline-Southeast
- ➔ UP Mainline-Chandler Branch
- ➔ UP Mainline-Tempe Industrial Lead
- ➔ UP Mainline-Yuma/West
- ➔ Possible Extensions/ northern Pinal County

COMMUTER RAIL IMPLEMENTATION SCENARIOS

Three commuter rail implementation scenarios were developed using examples from other commuter rail systems in the United States. The scenarios range from Get Started in a single corridor, to a Starter System in more than one corridor, to a full Regional System with multiple rail lines in operation.

Get Started Scenario

The Get Started scenario would focus on implementing commuter rail in a single congested corridor. The single corridor would provide a local commuter-oriented service and would have several benefits including: less complex coordination with freight railroad companies, potential low cost of entry, and a more simple approach to governance, administration, and funding. Examples of systems with a single corridor include the NorthStar Commuter Rail in Minneapolis and the Trinity Railway Express connecting Dallas to Fort Worth.



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT received 548 Red Letter notifications in the period from July 1, 2007 to December 31, 2007. Of the 548 notices received, 130 had an impact to the State Highway System. These 130 notices are attached.

PUBLIC INPUT:

No public comments were provided at the March Transportation Review Committee or at the April Management Committee meetings.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the April 9, 2008 Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
George Hoffman, Apache Junction	Christopher Brady, Mesa
Jeanine Guy, Buckeye	Jim Bacon, Paradise Valley
Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
Usama Abujbarah, Cave Creek	Karen Peters for Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Spencer Isom for B.J. Cornwall, El Mirage	Bryan Meyers, Salt River Pima-Maricopa Indian Community
Phil Dorchester, Fort McDowell Yavapai Nation	Brad Lundahl for John Little, Scottsdale
# Kate Zanon, Fountain Hills	Prisila Ferreira, Surprise
# Lynn Farmer, Gila Bend	Amber Wakeman for Charlie Meyer, Tempe
Joseph Manuel, Gila River Indian Community	Chris Hagen for Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
Ed Beasley, Glendale	* Lloyce Robinson, Youngtown
Mark Brown for Brian Dalke, Goodyear	* Victor Mendez, ADOT
Mark Johnson, Guadalupe	Kenny Harris for David Smith, Maricopa Co.
	David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

Transportation Review Committee: This item was on the March 27, 2008 agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: John Hauskins	Glendale: Terry Johnson
ADOT: Floyd Roehrich	* Goodyear: Cato Esquivel
Avondale: David Fitzhugh	* Guadalupe: Jim Ricker
Buckeye: Scott Lowe	Litchfield Park: Mike Cartsonis
Chandler: Patrice Kraus	Mesa: Scott Butler
El Mirage: Lance Calvert	Paradise Valley: Robert M. Cicarelli
Fountain Hills: Randy Harrel	Peoria: Dan Nissen for David Moody
* Gila Bend: Lynn Farmer	Phoenix: Tom Callow
Gilbert: Tami Ryall	* Queen Creek: Mark Young

RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for
Randy Overmyer

Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Vacant
- * Street Committee: Darryl Crossman,
Litchfield Park

- * Pedestrian Working Group:
Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference # - Attended by Audioconference

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.



Arizona Department of Transportation

Intermodal Transportation Division

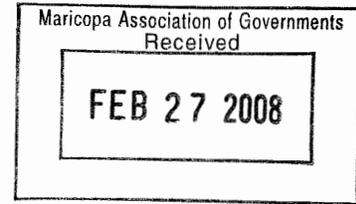
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Sam Elters
State Engineer

Victor M. Mendez
Director

February 26, 2008



Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Red Letter Report - Notifications from July 1, 2007 to December 31, 2007

Dear Mr. Smith:

Below is a list of "Red Letter" notices received in our office from the period of July 1, 2007 to December 31, 2007. During this period, notifications were received from local municipalities as well as various Developers, Architects, Engineers and Attorney's.

<u>LOCAL AGENCIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
City of Avondale	11	03
Town of Buckeye	07	03
City of Chandler	34	05
Town of Gilbert	41	0
City of Glendale	04	02
City of Goodyear	77	21
Maricopa County	48	12
City of Mesa	25	15
Miscellaneous Agencies	47	02
City of Peoria	26	07
City of Phoenix	93	39
State Land	16	07
City of Surprise	112	13
City of Tempe	07	01
Total Received	548	130

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system to ensure ADOT's Right of Way is not jeopardized. Other notices received include; road access, zoning changes, outdoor advertising, and annexations.



2001 Award Recipient

Page 2
Mr. Dennis Smith
February 26, 2008

By early notification in the planning and design process, the "Red Letter" process helps in reducing costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Governments members and look forward to your continued support as we improve all lines of communication.

Our new Red Letter Coordinator is Annette Close, ADOT Right of Way Project Management, and can be reached at (602) 712-8876.

Please feel free to contact my office should you have any questions or need current information regarding the South Mountain Freeway (202L), I-10 Reliever, 303L South of I-10, or any other highway corridors. I can be reached at (602) 712-7900 or 205 S. 17th Avenue, MD 612E. Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: Victor Mendez, Director. ADOT



2001 Award Recipient

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 548 notices received 130 had an impact on the State's Highway System. Those 130 notices are summarized as follows:

AVONDALE:

1. SWC I-10 & 117th Avenue, received notice of a Public Hearing on the City's General Plan. Advised the City the proposed project was within the I-10 relief corridor which is currently under study. Requested copies of the development plans.
2. I-10 & 119th Avenue, received a Rezoning Application regarding a PAD. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. In addition the proposed plan was within 20 feet of the existing Right of Way to I-10 that is subject to a future taking by ADOT for widening.
3. I-10 & 99th Avenue, received notification of a Public Hearing regarding amendments to the City's General Plan. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. Requested copies of development plans. Recommended the Developer contact ADOT's Phoenix District Office to prevent any encroachment/access or drainage issues.

BUCKEYE:

1. Riggs Road & SR 85, received notice of a Public Hearing. Recommended the City contact ADOT's Right of Way Coordinator due to the proximity of the project to SR 85.
2. I-10 & Dean Road, received notice of a Zoning Change from an Architect Firm. Requested copies of the plans due to the proximity of the project to I-10, to verify no encroachment, access or drainage problems existed.
3. I-10 & Miller Road, received notice from a Real Estate Company regarding a parcel near I-10. Advised the City the parcel was within ADOT's plans to widen the median from SR 85 to Verrado Way. Requested copies of the plans from the developer for further review.

CHANDLER:

1. SR 87 & 202L, received second notice of an Amended Rezoning PAD. Advised the City of ADOT's concerns, since the Development abuts the 202L. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.



2. SR 87 & 202L, received copies of Preliminary Plat. Advised the City of ADOT's concerns since the development abuts SR 87. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.
3. 202L & Alma School Road, received copies of Final Plat. Requested the Developer contact ADOT's Right of Way Coordinator to be kept apprised of development through all planning stages. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SWC of Pecos Road & Dobson, received copies of Preliminary Plat. Due to proximity of project to 202L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. SEC of El Alba & 101L, received notice of a Zoning Change. Advised City due to proximity of project to the 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GILBERT:

No notices received that had an impact to the State Highway System.

GLENDALE:

1. 101L & Bethany Home, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to the proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. 101L & McDowell Road, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GOODYEAR:

1. SEC of Bullard Avenue & McDowell, received copy of Site Plat. Provided permits contact information if access was needed to ADOT's Right of Way. Requested to review all plans when available to ensure no access, encroachment or drainage issues existed.



2. Cotton Lane & Lower Buckeye Road - Phase 1, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
3. Cotton Lane & Lower Buckeye Road - Phase 2, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
4. I-10 & Litchfield Road, received second notice of Preliminary Site Plan. Advised the City they would have to obtain a permit to construct a proposed 6' masonry fence to access ADOT's Right of Way. Provided contact information for obtaining a permit and website link for further information.
5. Sarival & Lower Buckeye Road, received copy of Final Plat. Advised the City the project was in alignment for the I-10 reliever. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
6. Cotton Lane & Lower Buckeye Road - Phase 1 Parcel 4, received copy of Final Plat. Advised the City the project was in alignment of the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
7. NWC of Broadway & Perryville Road, received Final Plat. Advised the City the project was in alignment of the study Corridor for SR 801. Requested the developer keep ADOT apprised of the development through all planning stages.
8. SEC of Perryville Road & Broadway, received an email a Developer attaching a copy of their Site Plan. Advised the City the proposed project was in the study corridor for the 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
9. Citrus Road & Broadway - Phase 3 Parcel 1F, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.
10. Elwood Road & Cotton Lane - Phase 3 Parcel 5, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.



11. Elwood Road & Cotton Lane - Phase 2, Parcel 1C, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.
12. 161st Avenue & Eddie Albert Way, received copy of Site Plan. Advised the City the proposed project was in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
13. NEC of MC 85 & Sarival, received copy of Site Plan . Advised the City project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
14. 169th Avenue & Commerce Drive, received copy of Site Plan. Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
15. 157th Avenue & Elwood Street, received copy of Site Plan . Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
16. NEC of Bullard Avenue & Van Buren, received copy of Preliminary Plat. Advised the City the development was in the proximity of the I-10 widening project. Requested they contact ADOT's Valley Project Management Section to prevent any encroachment to our Right of Way.
17. NEC of Broadway & Perryville Road, received notice of a Rezoning Application. Advised the City the proposed plan was located in the 801 study corridor. Requested they keep ADOT apprised of development through all planning stages.
18. SWC of Cotton Lane & Yuma Road, received Site Plan. Advised the City the proposed project would be affected by the future 303L which is currently under study, stating additional Right of Way would be required, noting ADOT's final Right of Way limits were not know at this time. Requested they contact ADOT's Right of Way Coordinator.
19. SWC of I-10 & Litchfield Road, received notice of a Rezoning Application. Requested copy of Site Plans, due to the proximity of the project to I-10, for further review.
20. SWC I-10 & Litchfield Road, received copy of Plat. Advised the City of permit requirements to access ADOT's Right of Way. Provided contact information.

21. SWC I-10 & Litchfield Road, received copy of Preliminary Site Plat. Due to proximity of project to I-10 advised the City of permit requirements to access ADOT's Right of Way, Provided contact information.

MARICOPA COUNTY:

1. I-10 & 339th Avenue, received notification of a Development Master Plan. Requested the County send copies of the plans when available for review, due to the proximity of project to I-10.
2. SEC of Avondale Boulevard & Southern, received notice of a Special Use Permit. Advised the County ADOT was in the process of studying a project in this area. Requested they contact ADOT Valley Project Management Section to keep them apprised of development through all planning stages.
3. I-10 & Wintersburg Road, received notice of a Comprehensive Plan. Requested copies of plan to review due to proximity of project to I-10. Provided access/encroachment permit contact information.
4. 127th Avenue & Southern, received notice of a Special Use Permit. Requested copies of plans from the County and recommended they contact ADOT Valley Project Management Section, so they can be kept apprised of the development through all planning stages.
5. SWC of 227th Avenue & Grand Avenue, received notice of a Zoning Change. Requested copies of the plans when available for review to ensure there would be no access or encroachment issues.
6. 7700 Block of 99th Avenue, received notice of a Minor Amendment to a Special Use Permit. Advised the County of ADOT's permit requirements to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. I-8 & Painted Rock Dam Road, received notice of a Proposed Plan from a Developer. Advised the County that the developer had been in contact with ADOT's District Office in Yuma regarding their plans and any permits needed.
8. 391st Avenue & Wintersburg Road, received notice of a Zoning Change from a Law Firm. Advised them due to the proximity of the proposed plan to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.
9. 391st Avenue & Wintersburg Road, received copy of a Master Plan from the County. Advised the County, due to the proximity of the project to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.



10. SWC of Northern Avenue & SR 303, received notice of a Plan of Development. Advised the County the project could be affected by the future widening of 303L Right of Way. A meeting was held with the developer's Attorney and ADOT's Right of Way Coordinator to discuss their proposed plan. Recommended the County contact ADOT's Right of Way Coordinator.
11. SR87 Goldfield Ranch, received copies of letters from an Attorney and local citizens regarding a recent Public Meeting concerning the proposed project. Advised both parties of current construction improvements along SR 87. Provided permit requirements and contact information if access was needed to ADOT's Right of Way.
12. SR87 Goldfield Ranch Area Plan Update. Received notice of a second Public Hearing on proposed project. Advised the County of current construction along SR 87, along with permit requirements and contact information.

CITY OF MESA:

1. NWC of US 60 & Crimson Road, received notice of a Zoning Change. Requested copy of development plans for further review.
2. SWC of Thomas Road & Recker Road, received notice of a Zoning Change. Requested copy of development plans for further review.
3. Williams Gateway Airport, received notice from an Engineering Firm of a proposed project. Advised the City and Engineering Firm of ADOT's future plans with SR 802, which is in one of the alignments to their development. Recommended they contact ADOT's Right of Way Coordinator.
4. NEC of 8th Street & Dobson, received copy of Site Plan regarding a Zoning Change. Requested copy of development plans for further review.
5. SEC of 202L & Warner Road, received notice of a Use Permit & Zoning Change for a "Landmark Sign". Advised the City of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.
6. SEC of Crismon Road & Hampton Road, received notice of a Zoning Change. Requested copy of development plans for further review.



7. US60 & Crismon, Road, received notice of a Public Meeting from an Acquisition Firm in California. Requested copy of plans from the Developer. Advised the City of ADOT's encroachment/access guidelines and provided contact information due to the proximity of the project to US 60.
8. US 60 & Superstition Springs Road, received a letter from the Developer regarding a Design Review Meeting. Requested copy of plans for further review due to the proximity of the project to US 60.
9. NWC of US 60 & Alma School Road, received notice of a Use Permit regarding a Landmark Sign from a Developer. Advised the Developer of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.
10. Virginia Street East of Greenfield Road, received copy of Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.
11. 55th Street & Thomas Road, received copy of Zoning Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.
12. NWC of 202L & Recker Road, received copy of Zoning Site Plan & General Plan. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
13. US 60 & Supersition Springs Road, received second notice of a Public Hearing regarding a proposed plan. Due to the proximity of the plan to US60, advised the City of ADOT's encroachment guidelines, provided permit contact information.
14. NWC of 202L & Recker Road, received second notice of proposed plan from Developer's Architect Firm. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
15. SWC of Thomas & Recker Road, received notice of Zoning Change of proposed plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.

MISCELLANEOUS – LOCAL PUBLIC AGENCIES

1. NEC I-10 & Florence Boulevard received and reviewed Site Plan from City of Casa Grande. Due to the proximity of the plan to I-10 advised the City of ADOT's encroachment guidelines, provided permit contact information.



2. "Sedona Community Plan", received notice of Minor Amendment to the Town of Sedona's Community Plan. Referred the Town of Sedona to ADOT's District Office in Flagstaff, so they can be apprised of the development through all planning stages.

CITY OF PEORIA:

1. 101L & Olive Avenue, received notice of Site Plan. Due to the proximity of the plan to 101L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
2. "Major General Plan Amendment" received from the City. Due to the wide scope of the Plan requested copies of all development plans for further review. Provided encroachment guidelines and permit contact information.
3. SWC of 83rd Avenue & Peoria, received notice of Zoning Change. Requested copy of plans from Developer for further review due to US60 widening project in area.
4. 84th Avenue & Peoria, received notice of Conditional Use Permit. Requested copy of plans for further review due to US60 widening project in area.
5. 101L between Thunderbird & Greenway Road, received notice of a Trailhead Plan from the US Army Corps of Engineer. Advised the City of a possible need for a 404 Permit. Provided encroachment guidelines and permit contact information if access to Right of Way was needed.
6. NWC of 101L & Northern Avenue, received Amended Site Plan. Provided encroachment guidelines and permit contact information if access was needed to Right of Way due to the proximity of the project to 101L.
7. NEC of 101L & Peoria Avenue, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

CITY OF PHOENIX:

1. SEC of 101L & 19th Avenue, received Sewer Plans from Engineering Firm. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
2. SWC of 56th Street & Deer Valley Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.



3. NWC of 91st Avenue & Thomas Road, received copy of Preliminary Site Plan from City. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
4. NWC of 91st Avenue & Thomas Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
5. NWC of 25th Avenue & Virginia, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
6. NWC of 25th Avenue & Hayward Avenue, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
7. NWC of 25th Avenue & Dunlap, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
8. SWC of 23rd Avenue & Hayward, received an email from the City advising ADOT of a proposed Development. Requested copies of Site Plans to review, provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
9. SEC of 67th Avenue & McDowell, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
10. 25th Avenue & Thomas, received letter from an Architect regarding a Zoning Change. Requested copy of Plans to review due to the proximity of the project to I-17.
11. NEC of I-17 & Happy Valley Road, received copy of Preliminary Site Plans. Advised the City of a property exchange agreement regarding the I-17 widening project. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
12. 27th Avenue & Union Hills, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.



13. NEC of 59th Avenue & Buckeye Road. Advised the City of a recent meeting with ADOT's Right of Way Project Coordinator and the Developers regarding their proposed plan which included a right turn exit only lane onto Buckeye Road. Recommended the Developer keep in contact with ADOT's Right of Way Coordinator due to the project being in the area of the future South Mountain Freeway.
14. 91st Avenue & Lower Buckeye Road, received an email including a copy of a Site Plan from an Engineering Company. Advised them the proposed plan was located within the area of the 101 & 202 Study Corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
15. SWC of 91st Avenue & Roeser Road, received an email from the City of a proposed Development. Requested they send copies of the Plans to ADOT Valley Project Management Section for review, due to project being in the Study Corridor for the I-10 reliever and 801.
16. SWC of 56th Street & Deer Valley Road, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.
17. SWC of Baseline Road & 59th Avenue, received copies of a Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
18. NEC of 56th Street & 101L, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.
19. NWC of Baseline Road & 59th Avenue. Received copy of Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
20. NWC of I-17 & Dynamite Boulevard, received copy of Preliminary Site Plans. Advised the City of immediate plans to widen I-17 at this location. After reviewing the plans submitted, they did not provide enough geometric information to determine if the eastern boundary lines were coincident with ADOT's new Right of Way. Sent the City a copy of the new Order of Immediate Possession. Provided encroachment guidelines and permit contact information if access was needed to the southbound I-17 Frontage Road.
21. 48th Street & University, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.
22. NWC of 7th Avenue & 101L, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.



23. SEC of I-17 & Lone Cactus Drive, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.
24. SWC of Baseline & 59th Avenue, received second notice of proposed Site Plan. Recommended the City contact ADOT Valley Project Management Section and ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
25. I-10 & Baseline Road, received a copy of Site Plans. Provided encroachment guidelines and contact name to obtain a permit due to the proximity of the project to I-10 Frontage Road.
26. NEC of I-17 & Dove Valley Road, received an email from the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to I-17.
27. NEC of 59th Avenue & Van Buren, received an email with a copy of a Master Plan from a Developer. Advised the City that the project was in alignment for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
28. 37th Street & Bell Road, received an email from the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to SR 51.
29. I-10 & 73rd Avenue, received a copy of Site Plans. Advised the City of ADOT's encroachment guidelines, provided contact name for obtaining a permit due to the proximity of the project to I-10.
30. SEC of I-17 & Williams Drive, received copy of Site Plans from an Architect Firm. Requested confirmation of Right of Way Boundary lines from the Developers to ensure they coincide with ADOT's recent taking of the new Right of Way due to the I-17 widening project.
31. SWC of Thomas & SR 51, received an email from the City of a proposed development. Requested copy of the plans. Provided encroachment guidelines and contact name for obtaining a permit due to the proximity of the project to SR 51
32. 2200 Block of I-17, received an email of a proposed development from the City. Requested copy of the plans due to the proximity of the project to I-17. Provided encroachment guidelines and contact name for obtaining a permit.
33. NEC of 93rd Avenue & Thomas, received a second notice of a proposed development. Requested copy of the plans due to the proximity of the project to 101L. Provided encroachment guidelines and contact name for obtaining a permit.
34. 3300 Block of I-17, received an email and copy of a Site Plan from a Real Estate Agent. Due to the proximity of the project to the I-17 Frontage Road, provided encroachment guidelines and contact information for obtaining a permit.



35. SEC of 51st Avenue & Roosevelt, received copy of Site Plan. Advised the City the project was in alignment of the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Project Coordinator.
36. NEC of Pinnacle Peak Road & I-17, received second notice of a proposed development. Requested copy of the plans due to the proximity of the project to I-17.
37. NEC of Pinnacle Peak Road & I-17, received an email from the City of a proposed development. Requested copy of the Site Plans, due to multiple projects within the same area. Advised the City of ADOT's concerns regarding a parcel that is located within a flood zone. Recommended the City of Phoenix Flood Control & Flood Control District of Maricopa County intervene, regarding a long term drainage system. Requested they contact ADOT Valley Project Management Section on this project.
38. SWC of 59th Avenue & Broadway, received an email from the City of a proposed development. Requested copy of the plans. Advised the City the project was in the study corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
39. SEC of I-17 & Williams Drive, received copy of a Preliminary Site Plan from the City. Noticed the plans were the same as one we received from an Architect Firm in November 2007. Requested copies of CADD files & Results of Survey to confirm ADOT's Right of Way boundaries due to the I-17 widening project.

STATE LAND DEPARTMENT:

1. SR 89A – Prescott Valley, received notice for the installation of several gas lines. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
2. SR 89A – West of Coyote Springs, received notice of an application for the construction of a crossroad off SR 89A. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
3. Carefree Highway & Archery Road, received notice of an application for a traffic signal off Carefree Highway. Provided encroachment guidelines and contact information to obtain a permit.
4. I-17 & Dixileta Drive, received notice of an application for a proposed development. Provided encroachment guidelines and contact information to obtain a permit.

5. Coconino, Mohave & Yavapai County, received notice of an application for a road connection off US 66. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
6. Coconino County, received notice of an application for a proposed development. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.
7. SR 77 North of Snowflake, received notice of an application for access off SR 77. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.

CITY OF SURPRISE:

1. 163rd Avenue & US 60, received copy of a Site Plan from the City requesting an interchange off US 60. Advised the City of encroachment guidelines and contact information for obtaining a permit.
2. Corand Avenue & 163rd Avenue, received notice of a proposed development. Requested copies of the plans. Advised the City of encroachment guidelines and contact information for obtaining a permit.
3. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Project Coordinator.
4. NWC of 303L & Waddell Road, received copy of Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
5. SEC of 303L & Cactus Road, received copy of a Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
6. NWC of 303L & Cactus Road, received copy of a Final Plat. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
7. US 60 & 203rd Avenue, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
8. City of Surprise General Plan – received an email from the City regarding several projects in their General Plan. Requested copies of the plans on each project. Advised them of ADOT's plans to widen US 60 in this area.
9. SEC of Parkview & Mountain View, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to US 60. Provided contact information for obtaining a permit.



10. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
11. SEC of 303L & Bell Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.
12. West of Grand Avenue & South of Parkview Place, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
13. SEC 303L & Cholla, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.

CITY OF TEMPE:

14. NWC of Baseline & Price Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 101L Frontage Road. Provided contact information for obtaining a permit.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Since this item was on the Management Committee for consultation, there has been an additional project identified by the City of Chandler that needs a modification. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The comment period on the conformity assessments is now extended to April 23, 2008.

PUBLIC INPUT:

An opportunity for public comment was provided at the April 9, 2008 MAG Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessments requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessments are completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and

Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the April 9, 2008 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
George Hoffman, Apache Junction	Christopher Brady, Mesa
Jeanine Guy, Buckeye	Jim Bacon, Paradise Valley
Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
Usama Abujbarah, Cave Creek	Karen Peters for Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Spencer Isom for B.J. Cornwall, El Mirage	Bryan Meyers, Salt River Pima-Maricopa Indian Community
Phil Dorchester, Fort McDowell Yavapai Nation	Brad Lundahl for John Little, Scottsdale
# Kate Zanon, Fountain Hills	Prisila Ferreira, Surprise
# Lynn Farmer, Gila Bend	Amber Wakeman for Charlie Meyer, Tempe
Joseph Manuel, Gila River Indian Community	Chris Hagen for Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
Ed Beasley, Glendale	* Lloyce Robinson, Youngtown
Mark Brown for Brian Dalke, Goodyear	* Victor Mendez, ADOT
Mark Johnson, Guadalupe	Kenny Harris for David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

Transportation Review Committee: On March 27, 2008, the MAG Transportation Review Committee made a recommendation to approve amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program.

MEMBERS ATTENDING

Maricopa County: John Hauskins	Mesa: Scott Butler
ADOT: Floyd Roehrich	Paradise Valley: Robert M. Cicarelli
Avondale: David Fitzhugh	Peoria: Dan Nissen for David Moody
Buckeye: Scott Lowe	Phoenix: Tom Callow
Chandler: Patrice Kraus	* Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
* Gila Bend: Lynn Farmer	Surprise: Stephanie Wilson for Randy Overmyer
Gilbert: Tami Ryall	Tempe: Carlos De Leon
Glendale: Terry Johnson	Valley Metro Rail: John Farry
* Goodyear: Cato Esquivel	Youngtown: Lloyce Robinson
* Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Vacant
- * Street Committee: Darryl Crossman,
Litchfield Park

- * Pedestrian Working Group:
Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.



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April 15, 2008

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012
MAG TRANSPORTATION IMPROVEMENT PROGRAM

On April 1, 2008, the Maricopa Association of Governments distributed a memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Since that time, MAG received a request from the City of Chandler to change the description and cost information for a bicycle lane and left turn lane project at the Chandler Boulevard and Loop 101 traffic interchange. (see attachment). The comment period on the conformity assessments is now extended to April 23, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update includes the projects previously distributed under the April 1, 2008 consultation memorandum, and the project on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
CHN12-805	Chandler	Chandler Blvd. at Price Rd. Loop 101 (Pima Fwy) Traffic Interchange	Extend bicycle lane through the interchange (phase 2). Provide additional westbound left turn at the intersection for dual lefts.	2012	0.5	CMAQ	\$ 1,888,111	\$ 938,889	\$ -	\$ 2,827,000	Modify the project description, local cost, and total cost to reflect the inclusion of an additional left turn lane (west to south) at the intersection. Local and total project costs are increased by \$1,485,730 for the cost of the left turn lane.	Project improvements are considered exempt from conformity requirements under the categories "bicycle and pedestrian facilities" and "intersection channelization projects". The conformity status of the TIP and Regional Transportation Plan would remain unchanged.



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April 1, 2008

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012
MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Comments on the conformity assessment are requested by April 18, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

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CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-751	ADOT	Interstate-17 at Dove Valley Rd	Advance construct new Traffic Interchange (City Advancement)	2009	0.4	Local Govt	\$ 26,500,000			\$ 26,500,000	Increase budget by \$9.9 million and defer project from FY 08 to 09.	Minor project revision for increase in local funding and for deferral. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			\$ 23,800,000	\$ 23,800,000	Increase budget by \$1.6 million.	Minor project revision for increase in regional funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-842	ADOT	MAG Regionwide	Noise Reduction Study within Maricopa County	2008	n/a	RARF			\$ 65,000	\$ 65,000	Create a new noise mitigation study project	Project is considered exempt from conformity requirements under the category "planning and technical studies." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	\$ 951,000	\$ 2,550,000		\$ 3,501,000	Repackage project. Location is expanded, and project total costs increased by \$1,001,000 to include TMP07-303.	Minor project revision is required to repackage project. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	\$ 201,000	\$ 800,000		\$ 1,001,000	Delete project. Repackage with TMP08-602	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	\$ 27,412	\$ 45,550		\$ 72,962	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT08-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		\$ 208,686		\$ 208,686	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		\$ 149,629		\$ 149,629	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	\$ 31,712	\$ 56,086		\$ 87,798	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		\$ 238,419		\$ 238,419	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		\$ 180,495		\$ 180,495	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

Discussion and Update on the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 9, February 13, March 14, and April 9, 2008. Due to current economic conditions, MAG is proposing no increase in estimated dues and assessments. The individual member dues and assessments may change due to population allocation, but the overall dues and assessments total of \$606,550 remains the same amount as FY 2008.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2009 were presented at the February 13, 2008 Management Committee meeting, the February 27, 2008 Regional Council meeting, and the March 17, 2008 Regional Council Executive Committee meeting.

The new project requests have been revised and an updated FY 2009 "MAG Programs in Brief" with the revised new project requests is included in the packet. Since the new projects for FY 2009 were presented in March, there have been two changes to the project list. An Air Quality Associate for \$80,000 has been deleted and a transportation project entitled, "MAG Travel Demand Modeling - Pinal County Review," has been added for \$80,000. The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that have been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County.

The FY 2009 budgeted expenses for MAG show an overall increase of about 1.6 percent from last year. This increase is due to a budgeted increase in contingency from 10 percent to 15 percent. Setting contingency as 15 percent of operating expenditures is a recommended best practice by the Government Finance Officer's Association. Capital Expenditures for FY 2009 have been reduced by 50 percent from the prior year. The majority of MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years. Unless additional capital is being added to the overall inventory, the budgeted capital costs remain constant.

MAG staff has an annual performance evaluation in June and based on performance, salary increases that average up to five percent may be considered. There are no new staff positions being requested for FY 2009 and FTE at MAG remains at 75.25.

Information for this presentation of the draft budget documents is included for your early review and input. The information is considered draft and is subject to change as the budget continues through the review process.

The Intermodal Planning Group meeting was held on April 2, 2008. This meeting included a review and comments on the draft FY 2009 MAG budget by the Federal Highway Administration, the Federal Transit Administration, ADOT, EPA, and other related parties. The overall comments from this meeting were extremely positive regarding the project work that MAG has underway and planned in meeting the SAFETEA-LU requirements. Specifically the comments from the FTA stated that the MAG Work Program is thorough and covers the key point successfully. FTA noted that the Coordinated Human Services Plan and report of activity are especially important this year because some FTA funds will lapse prior to October 1, 2008.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January, February and March proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. In March, MAG presented a draft summary of the FY 2009 budget document, "MAG Programs in Brief" and a draft FY 2009 MAG Unified Planning Work Program and Annual Budget. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

This item was on the April 14, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear,
Chair
Mayor Mary Manross, Scottsdale, Vice Chair
Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa
Vice Mayor Peggy Neely, Treasurer
* Mayor Marie Lopez Rogers, Avondale
Mayor Thomas L. Schoaf, Litchfield Park

* Not present

Participated by video or telephone conference call

This item was on the April 9, 2008 MAG Management Committee agenda.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Vice Chair	Christopher Brady, Mesa
George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Jeanine Guy, Buckeye	Carl Swenson for Terry Ellis, Peoria
Jon Pearson, Carefree	Karen Peters for Frank Fairbanks, Phoenix
Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Mark Pentz, Chandler	Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom for B.J. Cornwall, El Mirage	Brad Lundahl for John Little, Scottsdale
Phil Dorchester, Fort McDowell Yavapai Nation	Prisila Ferreira, Surprise
# Kate Zanon, Fountain Hills	Amber Wakeman for Charlie Meyer, Tempe
# Lynn Farmer, Gila Bend	Chris Hurley for Reyes Medrano, Tolleson
Joseph Manuel, Gila River Indian Community	Gary Edwards, Wickenburg
George Pettit, Gilbert	* Lloyce Robinson, Youngtown
Ed Beasley, Glendale	* Victor Mendez, ADOT
Mark Brown for Brian Dalke, Goodyear	Kenny Harris for David Smith, Maricopa Co.
Mark Johnson, Guadalupe	David Boggs, Valley Metro/RPTA
Darryl Crossman, Litchfield Park	

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

Regional Council: This item was on the March 26, 2008 Regional Council agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Rebecca Jimenez, Guadalupe
* Mayor Mary Manross, Scottsdale, Vice Chair	Mayor Thomas Schoaf, Litchfield Park
# Councilmember Robin Barker, Apache Junction	Supervisor Max W. Wilson, Maricopa County
# Mayor Marie Lopez Rogers, Avondale	Mayor Keno Hawker, Mesa
+ Councilmember Elaine May for Mayor Bobby Bryant, Buckeye	Mayor Ed Winkler, Paradise Valley
* Mayor Wayne Fulcher, Carefree	# Mayor Bob Barrett, Peoria
* Councilmember Dick Esser, Cave Creek	Vice Mayor Peggy Neely, Phoenix
Mayor Boyd Dunn, Chandler	# Mayor Art Sanders, Queen Creek
Mayor Fred Waterman, El Mirage	* President Diane Enos, Salt River Pima-Maricopa Indian Community
* President Clinton Pattea, Fort McDowell Yavapai Nation	Mayor Lyn Truitt, Surprise
* Mayor Wally Nichols, Fountain Hills	Mayor Hugh Hallman, Tempe
# Mayor Fred Hull, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor William Rhodes, Gila River Indian Community	* Mayor Ron Badowski, Wickenburg
Mayor Steven Berman, Gilbert	Mayor Michael LeVault, Youngtown
* Mayor Elaine Scruggs, Glendale	Felipe Zubia, State Transportation Board
	* Vacant, State Transportation Board
	* David Martin, Citizens Transportation Oversight Committee

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

This item was on the March 17, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Vice Mayor Peggy Neely, Treasurer
* Mayor Keno Hawker, Mesa	Mayor Marie Lopez Rogers, Avondale
Mayor Mary Manross, Scottsdale, Vice Chair	Mayor Steven M. Berman, Gilbert
Mayor Thomas L. Schoaf, Litchfield Park	

- * Not present
- # Participated by video or telephone conference call

Management Committee: This item was on the March 14, 2008 Management Committee agenda.

MEMBERS ATTENDING

- | | |
|--|---|
| <ul style="list-style-type: none"> * Jan Dolan, Scottsdale, Chair Charlie McClendon, Avondale, Vice Chair * George Hoffman, Apache Junction * Jeanine Guy, Buckeye Jon Pearson, Carefree * Usama Abujbarah, Cave Creek Mark Pentz, Chandler Spencer Isom for B.J. Cornwall, El Mirage Phil Dorchester, Fort McDowell Yavapai Nation * Kate Zanon, Fountain Hills Lynn Farmer, Gila Bend * Joseph Manuel, Gila River Indian Community George Pettit, Gilbert Horatio Skeete for Ed Beasley, Glendale * Brian Dalke, Goodyear | <ul style="list-style-type: none"> Mark Johnson, Guadalupe * Darryl Crossman, Litchfield Park Christopher Brady, Mesa Jim Bacon, Paradise Valley Terry Ellis, Peoria Frank Fairbanks, Phoenix * John Kross, Queen Creek * Bryan Meyers, Salt River Pima-Maricopa Indian Community Kathy Rice for Surprise Charlie Meyer, Tempe * Reyes Medrano, Tolleson Gary Edwards, Wickenburg * Lloyce Robinson, Youngtown Rakesh Tripathi for Victor Mendez, ADOT * David Smith, Maricopa County David Boggs, Valley Metro/RPTA |
|--|---|

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call. +Participated by videoconference call.

Regional Council: This item was on the February 27, 2008 Regional Council agenda.

MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none"> Mayor James M. Cavanaugh, Goodyear, Chair * Mayor Mary Manross, Scottsdale, Vice Chair # Councilmember Robin Barker, Apache Junction Mayor Marie Lopez Rogers, Avondale # Councilmember Elaine May for Mayor Bobby Bryant, Buckeye # Mayor Wayne Fulcher, Carefree Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Cave Creek Mayor Boyd Dunn, Chandler Mayor Fred Waterman, El Mirage * President Raphael Bear, Fort McDowell Yavapai Nation Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills Mayor Fred Hull, Gila Bend * Governor William Rhodes, Gila River Indian Community Mayor Steven Berman, Gilbert * Mayor Elaine Scruggs, Glendale | <ul style="list-style-type: none"> * Mayor Rebecca Jimenez, Guadalupe * Mayor Thomas Schoaf, Litchfield Park Supervisor Max W. Wilson, Maricopa County Mayor Keno Hawker, Mesa Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley Mayor Bob Barrett, Peoria * Vice Mayor Peggy Neely, Phoenix Mayor Art Sanders, Queen Creek Vice President Martin Harvier for President Diane Enos, Salt River Pima-Maricopa Indian Community Mayor Lyn Truitt, Surprise Mayor Hugh Hallman, Tempe * Mayor Adolfo Gamez, Tolleson # Mayor Ron Badowski, Wickenburg Mayor Michael LeVault, Youngtown Felipe Zubia, State Transportation Board * Vacant, State Transportation Board * Vacant, Citizens Transportation Oversight Committee |
|---|---|

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

This item was on the February 19, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
Vice Mayor Peggy Neely, Treasurer
Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa
Mayor Thomas L. Schoaf, Litchfield Park
* Mayor Marie Lopez Rogers, Avondale

* Not present

Participated by video or telephone conference call

Management Committee: This item was on the February 13, 2008 Management Committee agenda.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman,
Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Brian Dalke, Goodyear

Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
* Frank Fairbanks, Phoenix
Patrick Flynn for John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa
Co.
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. +Participated by videoconference call.

Regional Council: This item was on the January 28, 2008 Regional Council agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
Councilmember Robin Barker, Apache
Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor
Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember
Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell
Yavapai Nation
Councilmember Jay Schlum for
Mayor Wally Nichols, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River
Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale

* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor
Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for President
Diane Enos, Salt River Pima-Maricopa
Indian Community
Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Executive Committee: This item was on the January 14, 2008 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Keno Hawker, Mesa
Mayor Mary Manross, Scottsdale, Vice Chair	Mayor Thomas L. Schoaf, Litchfield Park
* Vice Mayor Peggy Neely, Treasurer	Mayor Marie Lopez Rogers, Avondale
Mayor Steven M. Berman, Gilbert	

* Not present

Participated by video or telephone conference call

Management Committee: This item was on the January 9, 2008 Management Committee agenda.

MEMBERS ATTENDING

# Jan Dolan, Scottsdale, Chair	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale, Vice Chair	# Scott Butler for Christopher Brady, Mesa
# Matthew Busby for George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Jeanine Guy, Buckeye	Terry Ellis, Peoria
* Jon Pearson, Carefree	Frank Fairbanks, Phoenix
* Usama Abujbarah, Cave Creek	# John Kross, Queen Creek
# Mark Pentz, Chandler	# Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dr. Spencer Isom for B.J. Cornwall, El Mirage	Michelle Lehman for Jim Rumpeltes, Surprise
Alfonso Rodriguez, Fort McDowell Yavapai Nation	# Charlie Meyer, Tempe
# Kate Zanon, Fountain Hills	* Reyes Medrano, Tolleson
* Lynn Farmer, Gila Bend	# Gary Edwards, Wickenburg
Joseph Manuel, Gila River Indian Community	# Mark Hannah for Lloyce Robinson, Youngtown
George Pettit, Gilbert	# Dale Buskirk for Victor Mendez, ADOT
* Ed Beasley, Glendale	# Kenny Harris for David Smith, Maricopa Co. Chris Curcio for Dave Boggs, Valley
# Brian Dalke, Goodyear	Metro/RPTA
# Mark Johnson, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

MAG Programs in Brief

Draft FY 2008-2009

Unified Planning Work Program and Annual Budget



**302 North 1st Avenue, Suite 300
Phoenix, AZ 85003**

Budget Highlights

The MAG annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparing the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated by MAG committee project needs and other request and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee and Intergovernmental Representatives for review and discussion during January and February.

New Projects for FY 2009

Environmental Programs

Air Quality Technical Assistance On Call **\$280,000**

As the designated Regional Air Quality Planning Agency for the Maricopa area, MAG conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analysis and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

MAG Air Quality Associate **\$130,000**

Technical assistance from one MAG Associate will be needed. The associate is budgeted for \$130,000. Expertise is needed in the following technical air quality areas: air quality modeling and model validation; air quality monitoring and meteorology; emissions inventories; statistical analysis of data; analysis of control measures; air quality plan preparation including the technical support document; CMAQ evaluation methodologies and project evaluation process; and transportation conformity.

Human Services Program

Ambassador Program Support **\$5,000**

This volunteer program will increase the capacity of transportation programs to conduct community outreach and increase ridership. This will also help to coordinate transportation programs, particularly for older adults, people with disabilities, and people with low incomes. Ambassadors will be recruited from all around the region and various communities. The requested funds will cover costs associated with the annual meeting and incentives such as bus passes for the volunteers.

HUD Application Support **\$4,000**

An associate is needed for technical assistance in completing the HUD application. This program helps the agencies providing the homeless assistance programs and will keep the region competitive in the national competition for funds.

Continuum of Care Support **\$10,000**

Continuum of Care support includes an annual luncheon and award ceremony which occurs in the second quarter for homeless advocates, champions, and service providers in order to increase motivation and collaboration.

Communications Program

Litter Prevention and Education **\$300,000**

This consultant project will provide assistance for an array of communication services – including public education, advertising, community partnerships, and other outreach efforts – that will increase awareness of the freeway litter problem in the MAG Region and lead to measurable changes in behavior among offenders.

Video Outreach Associate **\$24,000**
A Freelance writer/producer Associate is needed to assist in the video outreach program through project management. An Associate would help with pre-production; shot-sheeting and writing scripts; and overseeing post-production.

MAG Web Site Support **\$20,000**
An extensive update of the MAG Web site in both graphic presentation and functionality is needed. The new interface and functions would be based on both internal and external user input, and recommendations from outside consultants.

Transportation Programs

2009 Regional Bike Safety Education Campaign **\$174,000**
The Bicycle Education project will be carried out by Valley Metro and will include strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign in Maricopa County.

Traffic Signal Optimization Program (TSOP) On-Call **\$300,000**
The MAG Traffic Signal Optimization Program (TSOP) has successfully completed 22 projects in eleven MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization, and review of operations through simulation modeling. Assistance is provided by consultants hired by MAG through an on-call services contract.

Transportation Planning Workshop Series **\$20,000**
The Transportation Division will host a Transportation Planning Workshop Series, consisting of three workshops over the year for member agencies and stakeholders on transportation planning topics. This workshop series will provide an opportunity for member agencies to explore different transportation planning activities that could benefit their community and the MAG region.

Assessment of Access Management Practices **\$35,000**
The implementation of effective access management can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions. An assessment of the region's access management practices is required to determine the current management policies and practices.

MAG Traffic Interchange (TI) Spacing Policy Study **\$75,000**
Recent studies by the Federal Highway Administration suggest that increasing the distance between traffic interchanges along a freeway considerably improves safety and capacity. Data from these studies show that a freeway corridor with two-mile TI spacing at two miles has up to 2½ times fewer crashes over a freeway corridor with one-mile spacing, and a greater throughput in capacity. The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study.

MAG Regional Bicycle and Pedestrian Facilities Integration Study **\$75,000**
This project will produce a set of guidelines that review the practices of other states on the cutting edge of transportation integration, and develop a range of applications for our region.

2009 Bicycle Design Assistance Program **\$250,000**
The intent of the 2009 Bicycle Design Assistance Program is to design crossings for on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that can potentially be connected to create an amazing green belt throughout the region, similar to Scottsdale's Indian Bend Wash.

2009 Pedestrian Design Assistance Program **\$150,000**
The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Three to five projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines*.

-
- Valley Metro/RPTA Planning Support*** **\$224,720**
This project provides funding from MAG to Valley Metro/RPTA to provide ongoing planning support and coordination to ensure the future bus transit network program areas: Four areas of planning are addressed: 1) long range transit planning; 2) short range transit planning; 3) capital planning; and 4) planning program administration.
- Non-recurring Congestion Study*** **\$300,000**
The goal of this project would be to gain a better understanding of the role played by various traffic and weather events that lead to non-recurring traffic congestion on freeways and arterials. Such an understanding could lead to effective operational countermeasures that would help regain lost capacity due to NRC, thus reducing the immediate and very costly demand for construction of new road capacity.
- Non-Engineering Strategies for Improving Road Safety On-Call*** **\$50,000**
The goal of this study is to develop metrics on the effectiveness of non-engineering road safety countermeasures. The study findings could be used in Safety Planning to determine resource needs to address Enforcement, Education, and Emergency Medical Services areas of a comprehensive safety improvement strategy.
- Evaluation of Roundabout Signage On-Call*** **\$50,000**
In recent years, a number of roundabouts have been constructed in the Phoenix metropolitan area. The first few roundabout were mostly on local road systems. Local agencies have begun to build roundabouts at higher volume arterial intersections. Roundabouts generally eliminate the need for traffic signals at intersections, unless the traffic volumes on the approaches are very high. Roundabout operations eliminate more severe intersection crashes, such as angle crashes or crashes due to red-light-running. The goal of this project is to study the effectiveness of roundabout signage currently in use in the MAG region.
- Transportation Software Development and Support On-Call*** **\$250,000**
Provide on-going support for model-related software development tasks. Areas of expertise will include FORTRAN, C, C#, Java, ArcGIS and GISDK and possibly dynamic traffic assignment software (this will depend on the outcomes of the on-going work.) This on-call service will ensure that development, maintenance and support of the existing MAG transportation modeling software is uninterrupted.
- Development of the MAG Regional Activity-Based Model – Phase II*** **\$500,000**
This is Phase II of a multi-phase, multi-year effort to transition the MAG Travel Demand forecasting model to an Activity Based Model, which is state-of-art for the industry. Activity based models are thought to best replicate trip making behavior compared to the traditional four-step modeling process that MAG currently uses. This project ensures continuity in the activity-based model development. Activity-based model developments takes three to five years to fully implement. MAG has structured the development in a way that provides clear benefits and deliverables upon completion of each development stage. This project is planned to continue through FY 2010.
- Texas Transportation Institute (TTI) Research of Archived Traffic Data*** **\$95,000**
The study will evaluate traffic mobility on MAG freeway and arterial networks through new ground truth data sources. TTI researchers will investigate archived ground truth traffic data provided by leading traffic information companies. This information will assist MAG in establishing a state-of-the-practice methodology to evaluate MAG region's traffic conditions, especially on arterial streets that are currently not monitored.
- TTI Urban Transportation Performance Measure Research*** **\$25,000**
The Texas Transportation Institute is the leading research group for providing analysis of urban mobility in the U.S. This research will focus on congestion measurements in the region based on the FHWA metropolitan traffic mobility database, and will provide continuous research on freight mobility at a state-wide level and arterial mobility data collection practices.
- Public Involvement Disability Outreach Associate*** **\$20,000**
Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. This Associate, as part of the Regional Transportation Plan, assists in a public outreach
-

program that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process.

Transportation Public Involvement Support

\$30,000

In order to ensure meaningful public input into the statewide transportation planning efforts, it will be crucial to actively involve members of the public, business, and professional organizations. MAG proposes setting aside funding for public involvement and community outreach events specifically designed to collect input on the Building a Quality Arizona project.

Valley Metro Rail Planning Support

\$500,000

This request will help fund Valley Metro Rail's staffing needs during FY 2009, providing ongoing planning support and coordination for the future light rail system.

Safety Evaluation of the MAG Elderly Mobility Sign Project On Call

\$50,000

The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group initiated a Sign Project in which sixteen jurisdictions are installing street name signs with larger font sizes, advanced street name signs, and internal illumination signs based on the FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. One component of this sign installation program is a safety evaluation element.

Travel Demand Forecasting Model-Pinal County Review

\$80,000

The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that has been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County.

Information Services Program

Digital Aerial Photography

\$80,000

MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use, and to plan for future growth. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

Building and Employment Database

\$100,000

This contract will ensure that MAG has a building database with appropriate links to employers and with an easy method for updating the information on a regular basis. An added benefit will be to provide the shape and location of the buildings in a Geographic Information System (GIS). In that manner, users will be able to represent buildings three-dimensionally in visualization software. This project will focus on collecting building and employment data from existing sources and generate new data where none currently exists, developing and building the appropriate database and identifying sources and procedures for ongoing maintenance. This data will provide a unified employment and building database to allow for effective socioeconomic modeling and transportation model inputs.

MAGIC Assistance

\$25,000

This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

MAG GIS Assistance

\$25,000

This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

Activity Based Socioeconomic Modeling Sub-models

\$100,000

The future direction of socioeconomic and transportation modeling centers around activity-based models, where the behavior of each person in an area is modeled. The MAG socioeconomic models are headed in this direction and there are plans to update the MAG transportation models using activity based modeling methods. In order to support the enhanced modeling efforts of both models, current base and projected socioeconomic data sets must be developed. A

consultant project is needed to continue to identify, develop, and implement activity based sub-models using the AZ-SMART framework. Such models include school enrollment, temporal dimensions of employment, and detailed household characteristics.

AZ-SMART Enhancements–Employment, Classification, and Redevelopment **\$150,000**
 MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The objective of the AZ-SMART Enhancements Project is to incorporate a sub-regional model, database design, calibration, interface, and applications to tie in with current AZ-SMART work. Specific additional tasks that have been identified include: Modeling employment by industry and occupational classification; and, methods for modeling redevelopment and infill development.

AZ-SMART Consultant Support for MAG **\$45,000**
 MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). The support provided by the consultant will ensure that the state-of-the-art components of SAM are replicated in AZ-SMART in order to support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

MAG Associate, Census 2010 **\$50,000**
 MAG staff may need assistance in preparation for Census 2010. It is critical that MAG not only have adequate staff to continue to support existing and planned services and programs, but also be able to adequately address the needs that will be presented by Census 2010. It is possible that additional resources may be needed to provide this level of support in the coming year.

MAG FTE by Division

Summary of Authorized Positions and Full-time Equivalents by Program Area Comparison for 3 Years

	FY 2007	FY 2008	FY 2009
Administration	4	4	4
Financial Services	7	7	7
Environmental	11	11	11
Human Services	4	4	4
Transportation	23	23	23
Communications	5	5	5
Information Services	15	16	16
Office Services	5.25	5.25	5.25
TOTAL FTE	74.25	75.25	75.25

EARLY DRAFT

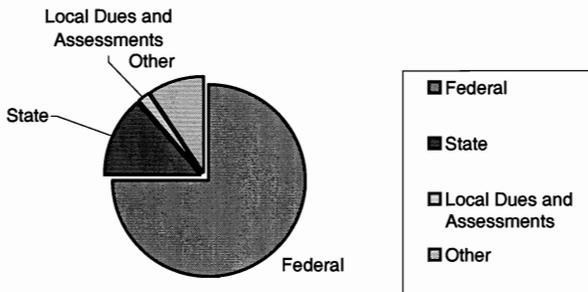
DRAFT MAG PROGRAMS IN BRIEF 2009

FY 2008 Budget Compared to FY 2009 Budget

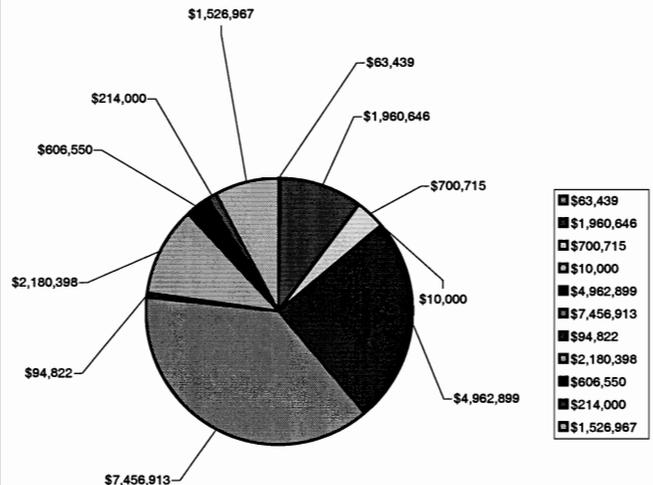
Revenues By Source	2007 Actual	2008 Revised Budget	2009 Proposed Budget	\$ Change FY 08-FY 09	% Change FY 08-FY 09
Federal	\$11,094,061	\$13,107,645	\$23,902,991	\$10,795,346	82.36%
State	4,174,165	4,206,630	4,331,791	\$125,161	2.98%
Local Dues and Assessments	557,207	606,550	606,550	\$0	0.00%
Other	1,282,655	2,552,503	3,016,746	\$464,243	18.19%
Less: Restricted Reserves	-	(1,007,897)	(12,080,729)	(\$11,072,832)	1098.61%
Total Estimated Revenues Without Carryforward	\$17,108,088	\$19,465,431	\$19,777,349	\$311,918	1.60%
Total Estimated Revenue Carryforward		16,408,385	13,892,656	(2,515,729)	-15.33%
Total Estimated Revenue		\$35,873,816	\$33,670,005	(\$2,203,811)	-6.14%

Expenditures By Division/Function	2007 Actual	2008 Revised Budget	2009 Proposed Budget	\$ Change FY 08-FY 09	% Change FY 08-FY 09
Publications	\$150,059	\$49,567	\$63,439	\$13,872	27.99%
Environmental	1,950,823	1,358,059	1,960,646	\$602,587	44.37%
Human Services	658,509	1,009,461	700,715	(\$308,746)	-30.59%
Regional Community Partners (RCP)	3,415	10,000	10,000	\$0	0.00%
Program Implementation	4,788,301	4,666,944	4,962,899	\$295,955	6.34%
Transportation	6,941,032	8,448,663	7,456,913	(\$991,750)	-11.74%
MAGIC	88,599	253,972	94,822	(\$159,150)	-62.66%
Information & Technology	2,138,198	1,715,612	2,180,398	\$464,786	27.09%
Local Activity	12,316	606,549	606,550	\$1	0.00%
Capital Expenditures	170,197	401,000	214,000	(\$187,000)	-46.63%
Contingency		945,604	1,526,967	\$581,363	61.48%
Total Estimated Expenditures Without Carryforward	\$16,901,449	\$19,465,431	\$19,777,349	\$311,918	1.60%
Total Estimated Expenditures With Carryforward		16,408,385	13,892,656	(2,515,729)	-15.33%
Total Estimated Expenditures		35,873,816	\$33,670,005	(\$2,203,811)	-6.14%

Estimated Revenues



Estimated Expenditures



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2008

SUBJECT:

Revision to the Social Services Block Grant Allocation Recommendations

SUMMARY:

Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for services to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the locally planned Social Services Block Grant dollars be forwarded to the Arizona Department of Economic Security (DES). On March 13, 2008, the MAG Human Services Technical Committee recommended approval of moving \$55,693 from the pregnant/parenting youth category to the basic needs category in the same target group. This revision will allow the agency that receives the funding, the City of Phoenix, to better utilize these funds while continuing to offer services to pregnant teens through other programs. The City of Phoenix program that has historically received these funds has been eliminated. This revision will leave \$38,283 in the pregnant/parenting youth category for use by other agencies.

PUBLIC INPUT:

An opportunity for public input was provided at the March 13, 2008 MAG Human Services Technical Committee meeting. No input was offered at that time. An additional opportunity was provided at the April Management Committee meeting. No input was offered at that time.

PROS & CONS:

PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible funding sources, and as such, is a critical funding source to meet human services needs. This revision allows the agency to fully utilize the funds in an appropriate manner through a different program.

CONS: The need exceeds the funds available. The funding base at the federal level has not kept pace with this increased need, causing significant funding shortages at the local level. Recent fiscal constraints have made service delivery even more difficult at a time when the need for services is increasing.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The movement of funds from one service to another occurs within the same target group. This means that the people who were receiving services supported by this funding, pregnant teens, will continue to receive services through the basic needs case management services supported by the movement of funds. The clients will continue to receive services despite the pregnant teen parenting needing to be eliminated as a result of budget reductions at the local level.

POLICY: The basic needs category which will receive the funding is ranked higher than the pregnant teen category that the funding is being moved from. The ranking was determined by the MAG Human Services Technical and Coordinating Committees. The movement of funds from a lower ranked service to a higher

ranked service category is consistent with the priorities of the two Committees. This revision also supports the priority that these funds should be flexible in order to most appropriately meet the needs and best leverage the resources that exist within the region.

ACTION NEEDED:

Approval that the revised SSBG allocation recommendations for FY 2008-2009 be forwarded to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee voted to recommend approval of the revision to the FY 2009 Social Services Block Grant allocation recommendations on April 9, 2008.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Vice Chair | Darryl Crossman, Litchfield Park |
| George Hoffman, Apache Junction | Christopher Brady, Mesa |
| Jeanine Guy, Buckeye | Jim Bacon, Paradise Valley |
| Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| Usama Abujbarah, Cave Creek | Karen Peters for Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Phil Dorchester, Fort McDowell
Yavapai Nation | Brad Lundahl for John Little, Scottsdale |
| # Kate Zanon, Fountain Hills | Prisila Ferreira, Surprise |
| # Lynn Farmer, Gila Bend | Amber Wakeman for Charlie Meyer, Tempe |
| Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | * Lloyce Robinson, Youngtown |
| Mark Brown for Brian Dalke, Goodyear | * Victor Mendez, ADOT |
| Mark Johnson, Guadalupe | Kenny Harris for David Smith, Maricopa Co. |
| | David Boggs, Valley Metro/RPTA |

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call. + Participated by videoconference call.

The MAG Human Services Technical Committee voted to recommend approval of the revision to the FY 2009 Social Services Block Grant allocation recommendations on March 13, 2008.

MEMBERS ATTENDING

- | | |
|--|---|
| Carl Harris-Morgan, Gilbert, Chair | Joycé Lopez-Powell, Valley of the
Sun United Way |
| + Bob Baratko, Surprise | Steven MacFarlane, Phoenix |
| Kathy Berzins, Tempe | Doris Marshall, Phoenix |
| + Paige Garrett, Quality of Life Community
Services, Inc. | Jayson Matthews, Tempe Community Council |
| * Joyce Gross, Buckeye | + Joy McClain, Tolleson |
| Tim Cole for Jeffery Jamison, Phoenix | Kyle Moore, DES/ACYF |
| Deanna Jonovich, City of Phoenix | Sylvia Sheffield, Avondale, Vice Chair |
| C.J. O'Conner for Jim Knaut, Area Agency
on Aging | Carol Sherer, DES/DDD |
| Frances Delgado for Margarita Leyvas,
Maricopa County | Linda Dillard for Connie Stepnitz, Goodyear |
| | * Patrick Tyrrell, Chandler |

- +Those members present by audio/videoconferencing.
- *Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
#1 Adults, families and children are unable to meet basic needs and to attain a level of self-sufficiency.	<p>SHELTER -</p> <p>(1) Homeless Families and Individuals</p> <p>(7) Transitional Housing for the Homeless who are Elderly and Disabled</p>	<p>SHELTER -</p> <p>Provide homeless families with shelter at an emergency homeless shelter and supportive services to decrease future emergency housing needs.</p> <p>Provide transitional housing for homeless individuals who are elderly or have physical disabilities.</p>	<p>\$165,479</p> <p>[\$82,739.5]</p> <p>[\$82,739.5]</p>	<p>\$165,479</p> <p>[\$82,739.5]</p> <p>[\$82,739.5]</p>
	<p>CASE MANAGEMENT -</p> <p>(5) Basic Needs</p>	<p>Assist individuals and families in dealing with a variety of crisis situations (financial, housing, nutrition, abuse, stress, family functioning) by providing support, identifying appropriate resources, assisting in the development of a plan to resolve the immediate problem(s) presented, and assisting the client in developing a plan to achieve self-sufficiency.</p>	<p>\$920,979</p>	<p>\$976,672</p>
	<p>CASE MANAGEMENT</p> <p>(8) Homeless, Emergency Shelter</p>	<p>Provide a broad array of support and services to homeless individuals in emergency shelter to develop a service plan and secure appropriate resources.</p>	<p>\$173,059</p>	<p>\$173,059</p>
#1 - continued	<p>CASE MANAGEMENT</p> <p>(9) Homeless, Transitional Housing</p>	<p>Assist homeless individuals/families, including victims of domestic violence, in a transitional housing program to develop a service plan, provide support and secure appropriate resources.</p>	<p>\$64,376</p>	<p>\$64,376</p>
	<p>TRANSPORTATION</p> <p>(14) Homeless/Unemployed</p>	<p>Assist homeless or unemployed individuals with transportation.</p>	<p>\$15,736</p>	<p>\$15,736</p>
#2. Individuals Experience Abuse and Neglect	<p>CRISIS SHELTER SERVICES</p> <p>(3) Domestic Violence</p>	<p>Provide short-term counseling and shelter to adults and families experiencing crisis situations, which may include domestic violence, neglect, exploitation and abuse (physical/mental).</p>	<p>\$334,136</p>	<p>\$334,136</p>
	<p>CRISIS SHELTER SERVICES</p>	<p>Assist children who have run away from home or who are</p>	<p>\$69,217</p>	<p>\$69,217</p>

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
	(6) Children and Runaway Children	experiencing serious family disruption. The service is intended for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.		
	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (18) Outpatient Domestic Violence Victims	This service is intended to be provided countywide and first priority should be given to referrals for service that come from the domestic violence shelters in Maricopa County. This service focuses on providing short-term support and identification of community resources. The goals of this service are to improve the emotional and mental well being of eligible individuals; to increase or maintain safety and self-sufficiency of the eligible individuals; and to ensure the availability of information about and access to appropriate human services and community resources.	\$40,332	\$40,332
#2 <i>Continued</i>	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (19) High Risk Children	Provide counseling directly to a "high risk" child to prevent the child's lack of self-esteem, poor school performance, illiteracy, or functional limitations. The service may secondarily address impacts upon the child resulting from inadequate parenting, inadequate role modeling, poverty, or family stresses. Assistance may be provided in a community or school setting. The intent is not to supplant other funding sources, but to expand the availability of this type of service.	\$47,021	\$47,021
	CASE MANAGEMENT (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	\$93,976	\$38,283
#3	(37) PARENTING SKILLS TRAINING	Train parents to prevent abuse and neglect of children. This service also targets pregnant teenagers to prevent potential child abuses.	No SSBG funds recommended.	No SSBG funds recommended.
#4	Affordable housing is not available for all individuals. Individuals need encouragement, education and support to enable them to find and maintain jobs with adequate wages and relevant job training.		No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.	No SSBG funds recommended.
#6 There is a need to support community programs that create conditions and opportunities for children and youth that support positive development.	(39) PREVENTION [AZ Dictionary definition: <i>This service provides for planned efforts to prevent specific conditions, illnesses, injuries, or environmental hazards that could place an individual or community at risk for a negative social or health outcome.</i>]	<ul style="list-style-type: none"> Community-based service which demonstrates and documents increased resiliency among youth at risk and demonstrates and documents the reduction of risk factors within a community or youths= living environment(s). For purposes of this intent, <i>resiliency</i> is defined as <i>the capacity to spring back, rebound, successfully adapt in the face of adversity, and develop social competency despite exposure to severe stress. Youth are defined as young residents of Maricopa County generally described by (but not limited to) school grade/year levels Kindergarten through nine and/or ages five (5) years through sixteen (16) years--with emphasis on upper elementary through junior high age youth.</i> Process and outcome evaluation methodology and reporting are required components of all proposals and awards. Requires collaborative effort among agencies, documented by signed letters of commitment. Collaboration is defined as: Communities, agencies or local organizations joining together, through written agreements, to provide services, based on common goals and shared funding. Partners agree to pool resources, jointly plan, implement and evaluate new services and procedures and delegate individual responsibility for the outcomes of their joint efforts. (See RFP for more complete definitions.) 	No SSBG funds recommended.	No SSBG funds recommended.
#7 Families with infants and children require support to develop and maintain a positive, stable atmosphere, which will nurture children, provide them with security and protection, and			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
prepare them for the future.				
#8 Individuals, families and children are unable to effectively cope with behavioral health (alcohol and drug abuse and mental health) problems. Lack of prevention and early intervention services increases the seriousness of these problems. The suicide rate for teenage Arizona youth continues to be one of the highest in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
9 Minority youth are over represented in the criminal justice system and child protective services system and under represented in other systems.			No SSBG funds recommended.	No SSBG funds recommended.
#10 The increasing number and circumstances of teen pregnancies is alarming in terms of negative social consequences for the teen parents, their child, their families, and society in general. Teen pregnancy may be a symptom or an indicator of other serious problems. There appears to be no consensus regarding which strategy(ies) may prevent unnecessary teen pregnancies or their causes.			No SSBG funds recommended.	No SSBG funds recommended.
11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.	No SSBG funds recommended.
#12 The service delivery system is fragmented and lacks a coordinated approach to meeting the community-identified needs of children and families.			No SSBG funds recommended.	No SSBG funds recommended.
TOTAL TARGET GROUP FUNDING RECOMMENDATION			\$1,924,311	\$1,924,311

Approved at the September 25, 1996
Regional Council meeting and modified at
the April 24, 2002 Regional Council meeting.

MAG REGIONAL COUNCIL
NOMINATION PROCESS

1. At the April Regional Council meeting, the Chairman will appoint a five member Nominating Committee from the Regional Council. The past Chairman of the Regional Council, if still a current member of the Council, will serve as committee Chairman. If the past Chairman is not a current member of the Council, the Chairman has the authority to appoint a Nominating Committee Chairman.
2. Regional Council members interested in serving on the Executive Committee should submit their names to the Chairman of the Nominating Committee.
3. The Nominating Committee will develop a slate of seven candidates. These candidates shall include a Chairman, Vice Chairman, Treasurer, the past Chairman, and three members at-large. If the past Chairman is not a current member of the Council, the Nominating Committee shall nominate an additional at-large member.
4. The Nominating Committee will provide a balanced slate of candidates.
5. This slate will be forwarded to all Regional Council members at least two weeks prior to the annual meeting (June).

April 15, 2008

TO: Members of the MAG Regional Council

FROM: Dennis Smith, Executive Director

SUBJECT: REGIONAL OFFICE CENTER UPDATE AND NEXT STEPS RECOMMENDED
BY THE REGIONAL COUNCIL EXECUTIVE COMMITTEE

On April 14, 2008, the MAG Regional Council Executive Committee reviewed a course of action suggested at a pre-meeting of the agencies involved in the Regional Office Center project. The Executive Committee is recommending that the analysis of the 15-year budget proceed, other potential properties be evaluated, the owner of the property at 1st Avenue and McKinley negotiate a first right of refusal on the property with the agencies involved in the Regional Office Center, and that the agencies terminate the land option payment with the landowner.

Background: At the March 26, 2008 Regional Council meeting, the future of the Regional Office Center project was discussed. Staff was directed to invite the partnering agencies, MAG, Regional Public Transportation Authority (RPTA), and Valley Metro Rail (METRO), and the Arizona Municipal Water Users Association (AMWUA), to participate in a joint meeting of the boards to discuss the issues involving the Regional Office Center project to determine if the project will move forward. To prepare for this joint board meeting, staff was directed to work with the other three regional agencies to schedule a preliminary meeting, consisting of policy board members and directors, to identify the issues that are outstanding for each of the agencies. This information would be used to prepare the agendas for a joint meeting of up to four boards on April 23, 2008.

On April 7, 2008, a pre-meeting including the Board Chairs and administrative officials of MAG, the RPTA, METRO, and AMWUA met to discuss the status of the Regional Office Center. The consensus of the group was for the agencies to pursue the following avenues to make an informed decision regarding future office space for their respective agency: 1) Rescope the existing Regional Office Center project including using one-half of the existing parcel, reduce the size of the conference center, reduce the parking garage and evaluate whether to include the rooftop terrace and media center in the program, renegotiate the price per square foot at the current project site, and enter into a preconstruction services contract with McCarthy Building Companies for \$500,000 to get to a Guaranteed Maximum Price (GMP) for the building; 2) Analyze the current agency leases and project staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative budget to consider at different development sites; 3) Direct staff to identify buildings for sale and/or lease in the Greater Phoenix Metro area; 4) Request David Kaye, the owner of the property at 1st

Avenue/McKinley, to not require any additional option payments on his property until a GMP is provided and analysis for the project has been completed; and that 5) the cost impact of the Regional Office Center could be considered by the membership of the respective agency boards.

On April 14, 2008, the Regional Council Executive Committee considered the course of action suggested at the pre-meeting of the regional agencies participating in the Regional Office Center project. It was determined not to proceed with the rescoping of the Regional Office Center Project and providing the funding for the Preconstruction Services Agreement with McCarthy Building Companies until a budget for the agencies was developed. The Executive Committee recommended the following: 1) Analyze the current agency leases and projected staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative budget to consider at different development sites; 2) Direct staff to identify buildings for sale and/or lease in the Greater Phoenix Metro area; and 3) Request David Kaye, the owner of the property at 1st Avenue/McKinley, to negotiate a first right of refusal on the property and terminate the option payment of \$38,000 per month.

If these recommendations are approved by the Regional Council, staff would present this information to a meeting of the Executive Committee and the Chairs of the regional agencies. A recommendation would then be made regarding whether to proceed with the rescoping of the project and the Preconstruction Services Agreement with McCarthy Building Companies.

If you have any questions, please contact me or Alana Chavez at the MAG office.

April 15, 2008

TO: Members of the MAG Regional Council

FROM: Eric Anderson, Transportation Director

SUBJECT: TRANSPORTATION PLANNING UPDATE

For the past three years, MAG has been working collaboratively with the regional planning organizations throughout Arizona to address Arizona's growth and transportation issues. Concurrently, MAG has been working to address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Transportation Framework Studies. MAG has also implemented a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies, along with the statewide Transportation Reconnaissance Study, have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. This effort has been named Building a Quality Arizona (BQAZ).

BACKGROUND

In early 2006, MAG initiated the Hassayampa Valley Transportation Framework Study to develop the plan for a transportation system that would support the projected build-out population in the area primarily west of the White Tank Mountains. The Hassayampa Valley Transportation Framework Study represented a new approach to transportation planning that emphasized consensus building around a transportation network that defines future roadway and high capacity transit corridors. A similar approach was launched in early 2007 for the Hidden Valley, which includes southwestern Maricopa County and western Pinal County.

In July 2007, the State Transportation Board provided \$7 million to complete similar transportation framework studies for the rest of Arizona, following the overall approach used in the Hassayampa and Hidden Valley Transportation Framework Studies. The management of the BQAZ process was subsequently assumed by the Arizona Department of Transportation. Upon the completion of the framework studies, ADOT intends to develop a revised Move AZ Statewide Transportation Plan.

At the same time that the framework studies are being conducted, the Governor's Office and a coalition of business interests, the TIME Coalition, have been discussing the content and schedule for a statewide transportation ballot measure. These discussions have included the possibility of a measure on the November 2008 ballot or a possible special election in November of 2009. If a measure is to be on the 2008 ballot, a legislative referendum or an initiative petition is required to place the question on the ballot. The last day for filing an initiative petition, which requires 153,365 signatures, must be submitted to the

Secretary of State by July 3, 2008. Referendums must be placed on a general election ballot, which are held in November of even years. For an off-year ballot measure, for example 2009, the ballot measure has to be in the form of an amendment to the Arizona constitution.

CURRENT STATUS

The Hassayampa Valley Transportation Framework was completed in February 2008 and the Hidden Valley Transportation Framework process is about 50 percent complete at this time. ADOT has initiated framework studies for four other regions that will complete the needed statewide frameworks. ADOT expects to have these four studies completed by the end of 2008. From January to April 2009, ADOT will use the information developed in the regional framework studies to create the Statewide Transportation Planning Framework, leading to a revised Move AZ Statewide Transportation Plan.

In addition to the framework studies, ADOT has been compiling a set of critical transportation needs from stakeholders around the state. This information is to be used to estimate the order of magnitude of needs for freeways and highways, transit, and local streets and to identify representative projects in different parts of the state. The information is intended to be used by the Governor and others to make the case for additional transportation funding. The outcomes of the transportation framework studies will supersede the critical needs data for the development of a statewide transportation plan.

The MAG region must comply with the provisions of Section 176 of the Clean Air Act that states that no project, plan or program can be approved in a nonattainment area unless the required air quality conformity analysis has been conducted. Only projects included in the MAG Transportation Improvement Program and the Regional Transportation Plan have been subjected to air quality conformity analysis. To meet the ADOT request for critical needs for the MAG region, the MAG Regional Council instructed MAG staff to work cooperatively with ADOT to provide information that describes the transportation challenges facing this region, including representative projects that are part of the approved Regional Transportation Plan. This input was provided to the ADOT consultant for inclusion in the analysis.

Transit Framework Study: MAG has initiated the Regional Transit Framework Study that will define the long range transit needs and then define the best transit system for the region. The study will look at the integration of the various transit modes into a seamless system that fosters connectivity between activity centers, move toward a more sustainable community, and enable mobility through a variety of transit models that relate to trip purpose and trip length. The study will also provide alternative multimodal scenarios for policy makers to consider. The outcome of the study will also serve as an important component of the statewide transportation planning framework. It is anticipated that the Regional Transit Framework Study will be complete in spring 2009.

Regional Transportation Plan (RTP) Update: ADOT is currently analyzing and documenting cost changes for the freeway component of Proposition 400. Preliminary results from the analysis indicate that freeway program costs have risen substantially from the baseline costs that were used for the RTP in 2003. Nationally, construction costs have risen more than 50 percent over the last three years as a result of global competition for construction materials like Portland cement and steel. Continued increases in oil prices have trickled through the economy, resulting in an increased cost of many other commodities. The

cost of diesel fuel, for example, has risen from an average of \$1.48 in November 2003 when the RTP was approved, to \$3.37 in February 2008. Currently, the average cost is \$3.99. Large increases have also been seen in right-of-way costs, even with the current downturn in the housing market.

The revenue picture is also not very healthy. The latest two months of sales tax revenue collections, December and January, have shown decreases from last year's collections of 7.0 percent and 7.1 percent, respectively. Revenues for the eight months of the fiscal year are 1.9 percent lower than last year and 5.2 percent below the forecast. Given the economic downturn, which may stretch into 2009, the revised sales tax projections that will be made this fall may show substantially lower revenues for the remainder of the tax, which will put additional stress on both the freeway and transit Proposition 400 programs.

Local Street Needs: MAG staff is analyzing data from cities, towns and Maricopa County on the expenditures and sources of funding for local street needs. The Highway User Revenue Fund (HURF) is the primary source of funds to operate and maintain the local street system. The HURF has lost substantial purchasing power since the last fuel tax increase in 1991, which set the rate at 18 cents per gallon. In 1991, overall HURF collections were \$275 per person, but by 2007 this had fallen to \$218 per capita due to inflation and increasing fuel economy. Approximately one-half of HURF is distributed to cities, towns and counties. Since HURF funding has not kept pace, many local jurisdictions are providing general fund revenues to try to cover part of the shortfall. With the recent rapid increases in construction costs, many jurisdictions are now delaying or deleting needed projects because of the lack of adequate funding.

Public Opinion Survey: MAG has initiated a statewide public opinion survey to better understand how transportation issues rank with other public policy issues in Arizona and to gauge the public's sentiment on various options to deal with the shortage of transportation funds statewide. One aspect of the survey will be determining citizens' perspective on election timing for a transportation ballot question in light of the current economic downturn. This effort is beginning with three focus groups that will help shape the survey instrument. A stakeholder meeting with the Transportation Policy Committee is planned for April 16 to review and gather comments and suggestions on the draft survey instrument. This will be followed by the statewide telephone survey, with the results expected in mid-May.

QUESTIONS THAT REMAIN

With the objective of a possible statewide transportation ballot measure in the future, a number of core planning activities and policy questions have to be addressed. In the recent Proposition 400 election in the MAG region, a well-defined and specific plan was developed and presented to the voters. The plan included the description of specific highway, street and transit projects, with estimated budgets and an implementation schedule. In addition, a number of best management practices were incorporated into state law to ensure that priorities, plan changes, cost changes, and other important elements are handled in a transparent, public process. In Pima County, the successful Regional Transportation Authority election in 2006 followed a similar process.

With the successful elections in Maricopa and Pima Counties, a well developed plan with a broad consensus built with the business community and the public at the state level may also be successful. Before an election date is set, a number of questions should be addressed to ensure that the public understands the dimensions of the plan and how the funds will be effectively managed.

- 1) **Economic Conditions:** If voters are going to be asked to invest additional dollars for transportation, the economic environment at the time of the election is critical. Paying for additional road construction at a time when many are struggling to meet rising mortgage costs, decreasing housing values, rising gasoline prices, and lower job creation may result in voters rejecting the measure. The other side of the argument is that in times of economic distress, transportation projects might provide a needed economic stimulus.
- 2) **Revenue Package:** No definitive revenue source or funding package has been discussed publicly. Discussions have included a variety of possible sources, ranging from increasing the state sales tax, fees for new development, transfer taxes, and income taxes, among others. If a sales tax is contemplated, A Statewide policy consideration is that, with the combined sales tax rate for many areas already more than 10 percent, would these areas support increasing the sales tax to an even higher level? Discussions also have included allocating a portion of the future growth of certain revenue sources to transportation. With this approach, if the growth of a tax, such as income tax, is more than three percent for example, then a portion or all of the growth at about that level would be allocated to transportation. Arriving at an agreement of what revenues would be included in this concept and how much of the future revenue growth would be allocated to transportation may be difficult, with the current large budget deficits at the state level and with local governments struggling with lower than anticipated revenues. Furthermore, many of the current taxes are shared with local jurisdictions such as the state income tax, sales tax, and vehicle license tax.
- 3) **Geographic Return:** An important consideration is the geographic return to the different parts of the state. This policy question needs to consider how much of the new transportation revenue would be spent in the MAG region versus the remainder of the state. The MAG region depends on the statewide transportation system for commerce, tourism and recreation, and, therefore, a portion of statewide revenue generated from the MAG region will be used elsewhere to improve the statewide transportation network. Currently, approximately 67.6 percent of the sales tax in Arizona is generated in Maricopa County. What is a fair amount for Maricopa County to contribute for areas outside of Maricopa County?
- 4) **Paying for Growth:** Much of the demand for new and expanded transportation capacity in Arizona is a result of the rapid growth being experienced throughout the state, but especially in the central region. Although local governments levy substantial fees on new development to pay for local streets, water and waste capacity, parks, fire and other areas of public infrastructure, there is no mechanism for these types of fees to be levied for regional and statewide infrastructure. Often, private funding will be used to construct traffic interchanges that are key for accessibility to many

developments, however, no contributions are made for expanding the mainline capacity or to construct new highways and freeways.

The homebuilding community is concerned about the rising level of fees on new development, which are passed on to the home buyer. The Arizona Association of Realtors has initiated a campaign to amend the Arizona Constitution to prohibit the imposition of any real estate transfer tax. The results of various public opinion polls, however, indicate that voters want growth to pay for itself.

- 5) **Fuel Taxes:** With historically high fuel prices, which are expected to increase even more, is raising the fuel tax a viable option? The last increase in the gasoline tax in Arizona was in 1991. The current rate of 18 cents per gallon does not change with the price of fuel. Arizona now ranks near the bottom in fuel tax rates compared to other states. In 1991, the Arizona gasoline tax was about 18 percent of the cost of a gallon of fuel. Today, the tax represents about 6 percent of the cost. If the Arizona gasoline tax rate was allowed to change with the consumer price index, the current rate in Arizona would be about 28 cents per gallon, which would raise an additional \$350 million annually. At this level, the fuel tax would represent about 8.5 percent of the cost per gallon.

In addition, the increasing fuel economy of the fleet has reduced the overall collections per vehicle mile of travel. Consequently, the dollars raised over time have lost significant purchasing power in terms of street construction and maintenance costs. Cities and counties largely depend on this revenue source for basic street maintenance. Rapidly rising material costs over the past four years, combined with the declining value of fuel taxes, have resulted in delayed street maintenance and an increasing use of local general fund revenues for street purposes. The results of various public opinion polls indicate that increasing the fuel tax is not very well supported by the voters.

- 6) **Improvements to be Funded:** There is no consensus on how the proceeds of a statewide transportation tax would be divided among the various modes of travel such as freeways, local streets, bus transit, rail transit, and nonmotorized forms of travel. Since this is a statewide tax, there are some who believe that the State would determine which projects should be funded. Others have mentioned that the funds should only be used for projects of statewide significance, with little discussion about the criteria that would be used.

How project priorities would be set is also unknown. From a statewide perspective, deciding the priority of projects should be based on a strategic plan for Arizona—including an economic development strategy that recognizes that transportation investments can be used to further the economic well-being of the state. For example, how can investments in transportation infrastructure be made to maximize the economic advantage to Arizona from many of the developments in Mexico including the expansion of the automobile assembly operations in Hermosillo and the proposed \$4.0 billion seaport at Punta Colonet. Is Arizona only going to be a land bridge that only serves to move commerce through the state? Or are there opportunities

to position Arizona as a major logistically hub for staging activities and part manufacturers and suppliers? How do we take advantage of the growing freight congestion in Southern California to create opportunities in Arizona without suffering the same fate?

From the perspective of the MAG region, continued investment in all modes is critical. Rising construction and right-of-way costs will significantly impact ADOT's ability to deliver the full Proposition 400 freeway program without either additional funds or extending to THE program beyond 2025. Based on input received from a number of jurisdictions, the shortfall to build and maintain a quality local street system is large and may be in the order of magnitude of \$9.0 billion.

The first segment of the light rail program is scheduled to open in December 2008. With the demonstrated success of light rail once it is operational, there may be increased public pressure to accelerate and expand the light rail program. MAG has also just initiated the Regional Transit Framework study that will result in additional regional transit needs being identified in early 2009. There is also great regional interest in implementing a commuter rail program. The Governor's Office has discussed implementing passenger rail service between Tucson and Phoenix. This would create the first piece of rail service that would connect the Southeast Valley to downtown Phoenix. This service could be expanded to the Southwest Valley in the Union Pacific corridor and the BNSF corridor to serve the Northwest Valley.

- 7) Program Management: In the MAG region, a number of best management practices have been adopted to ensure that the Proposition 400 program is managed in an effective manner. Many of the management practices were developed during the implementation of the 1985 Proposition 300. Additional elements were added as part of the 2004 Proposition 400. In 1992, the Arizona Legislature passed a bill that required that MAG approve material cost changes to the freeway program. This was expanded to include all components for the Proposition 400 program. The Transportation Policy Committee is now in state statute, with a defined role in the development of the RTP and the implementation of the Proposition 400 program. State law also includes the process of how major amendments to the RTP are handled. Importantly, the life cycle programs that are in place for the freeway, transit, and street components of Proposition 400 are required by state law.

For a statewide program, these types of management practices have not yet been discussed. Importantly, the overall question is: Who is going to be responsible for the management of the program at the state level, or will the funds be distributed to and managed at the regional or local level? This question is critical to address so that regional and local officials, the business community and, importantly, the public, understand how the program is managed and who is accountable for the delivery of the program.

Our region and the state of Arizona are facing tremendous growth challenges and opportunities. How and when we invest in transportation facilities will be essential to our future. Your input into the MAG process is important. If you have any questions, please contact me at the MAG office.

MAG Related Bills

BILL SUMMARY

(48th Legislature – 2nd Regular Session)

Updated April 15, 2008

New Bills Noted in **BOLD**

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			TRANSPORTATION		
Toll Roads; Public Highway Authorities	SB 1027	Sen. Tibshraeny	A strike-everything amendment that authorizes the establishment of Public Highway Authorities to construct, finance, operate and maintain public highways and tollways. (Similar to SB 1420 by the same sponsor.)	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees:</u> Jud: W/D 2/18/08 Fin: DPA/SE 2/27/08 Rules: PFC 3/03/08 COW: DPA 3/11/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> WM: DPA/SE 4/07/08 Trans: 4/08/08 Rules: 3/20/08	Monitor
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees:</u> Trans: 1/14/08 Rules: 1/14/08	Monitor/ Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>Transportation; HOV lanes; Hybrids</p>	<p>SB 1041</p>	<p>Sen. Harper</p>	<p>Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.</p>	<p>Senate 1st Read: 1/14/08 2nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/26/08 Rules: PFC 3/10/08 3rd Read: Passed 3/13/08 House 1st Read: 3/18/08 2nd Read: 3/19/08 <u>Committees:</u> Env: 3/18/08 Trans: 4/10/08 DPA/SE Rules: 3/18/08</p>	<p>Oppose</p>
<p>Toll Roads; ADOT; Private Entity</p>	<p>SB 1042</p>	<p>Sen. Harper</p>	<p>By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.</p>	<p>Senate 1st Read: 1/14/08 2nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08</p>	<p>Monitor</p>
<p>Planned Communities; Authority Over Roadways</p>	<p>SB 1058</p>	<p>Sen. Gray C</p>	<p>An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).</p>	<p>Senate 1st Read: 1/14/08 2nd Read: 1/15/08 <u>Committees</u> Gov: 1/14/08 Rules: 1/14/08</p>	<p>Support</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reprs. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1 st Read: 1/28/08 2 nd Read: 1/29/08 <u>Committees:</u> Trans: 1/28/08 Rules: 1/28/08	Monitor
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: \$3 billion for capital improvements in high traffic corridors; \$3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; \$3 billion to municipalities for improvements to streets and intersections; and \$3 billion to mass transit. A final \$8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at \$160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1 st Read: 1/30/08 2 nd Read: 1/31/08 <u>Committees:</u> Trans: HELD 2/26/08 Fin: W/D 2/13/08 Rules: 1/31/08	Monitor
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Rules: 2/07/08	Monitor/ Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issue bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of \$10 to \$150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: DP 2/26/08 Fin: W/D 2/25/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3 rd Read: Passed 3/20/08 House 1 st Read: 3/25/08 2 nd Read: 3/26/08 <u>Committees:</u> Trans: 3/25/08 Rules: 3/25/08	Monitor
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Rees, Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DPA 2/26/08 App: DP 3/04/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3 rd Read: Failed 3/20/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT Continuation; Five Years	SB 1468	Sen. Gould; Rep. Groe, Sen. Harper	Statutory life of the Department of Transportation is extended eight years to July 1, 2016. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/12/08 Rules: PFC 2/18/08 COW: DPA 3/03/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> Trans: DP 4/03/08 Rules: C&P 4/15/08	
Department of Transportation; Continuation	SB 1469	Sen. Gould; Rep. Groe	Statutory life of the Department of Transportation is extended ten years to July 1, 2018. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on State Route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: 2/11/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the “minimum operating segment” is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: PFC 3/05/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> Trans: HELD 4/03/08 Rules: 3/20/08	Oppose
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate “eligible facilities” (defined). Language exempting leases of facilities related to privatized transportation projects from the sales tax imposed on commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/26/08 Rules: PFC 3/10/08 COW: DPA 3/19/08 3 rd Read: Failed	Monitor
Transportation; F.A.S.T. Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct “freeway acceleration and sensible transportation lanes” for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to “ensure unrestricted access” to the lanes by eligible vehicles, including those with two or more people, buses, EPA certified vehicles, etc.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: 2/12/08	Oppose/ Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State Aviation Fund	SB 1507	Sen. Verschoor	<p>Senate Bill 1507 makes changes to the State Aviation Fund grants and loan process.</p> <p>The proposed strike-everything amendment to SB 1507 requires the Arizona Department of Transportation (ADOT), in cooperation with regional planning agencies, metropolitan planning organizations and councils of governments, to establish the Arizona New Directions in Innovation Program, and requires ADOT to develop an expedited transportation project delivery process using public-private partnership contracting, financing, construction operation maintenance and delivery methods. The amendment sunsets the program in 2018.</p> <p>In addition, the proposed amendment makes changes to the Statewide Transportation Acceleration Needs Account (STAN) to allow the fund to pay for interest costs for eligible transportation projects and also makes changes to the State Aviation Fund grants and loan process.</p>	<p>Senate 1st Read: 2/12/08 2nd Read: 2/13/08 <u>Committees:</u> Trans: DPA 2/26/08 Rules: PFC 3/03/08 COW 1: Retained 3/11/08 COW 2: DPA 3/13/08 3rd Read: 3/18/08</p> <p>House 1st Read: 3/25/08 2nd Read: 3/26/08 <u>Committees:</u> Trans: DPA/SE 4/10/08 App: 3/25/08 Rules: 3/25/08</p>	Monitor
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	<p>The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is “nearly bankrupt” and monies from the program will “diminish drastically” after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.</p>	<p>Senate 1st Read: 2/05/08 2nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/26/08 Rules: PFC 3/05/08 3rd Read: Passed 3/13/08</p> <p>House 1st Read: 3/27/08 2nd Read: 3/31/08 <u>Committees:</u> Trans: 4/10/08 DP Rules: 3/27/08</p>	Support/ Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>ADOT Rule Revisions</p>	<p>HB 2049</p>	<p>Rep. McClure</p>	<p>Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.</p>	<p>House 1st Read: 1/14/08 2nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/07/08 Rules: C&P 2/19/08 COW Calendar: DPA 2/28/08 3rd Read: Passed 3/03/08 Senate 1st Read: 3/04/08 2nd Read: 3/06/08 <u>Committees:</u> Trans: DP 3/18/08 Rules: PFC 3/24/08 COW 1: Retained 4/03/08 COW 2: Retained 4/09/08</p>	<p>Monitor</p>
<p>Toll Road Companies; Headquarters in U.S.</p>	<p>HB 2087</p>	<p>Rep. Biggs; Rep. Murphy, Sen. Johnson</p>	<p>A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.</p>	<p>House 1st Read: 1/16/08 2nd Read: 1/17/08 <u>Committees</u> Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08</p>	<p>Monitor</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>Transportation Plans; Ballot; Mode Delineation</p>	<p>HB 2092</p>	<p>Reps. Biggs, Murphy, Sen. Gorman; Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson</p>	<p>A strike everything amendment to HB 2092 (formerly HB 2091) by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08.</p> <p>State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.</p>	<p>House 1st Read: 1/14/08 2nd Read: 1/15/08 <u>Committees</u> Trans: HELD 1/31/08 Jud: DPA/SE 2/07/08 Rules: C&P 2/26/08 COW Calendar: DPA 2/28/08 3rd Read: Failed 3/10/08 3rd Read (Reconsider): Failed 3/17/08</p>	<p>Oppose</p>
<p>Highway Project Advancement Notes</p>	<p>HB 2094</p>	<p>Rep. Biggs</p>	<p>Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan of a regional association of governments.</p>	<p>House 1st Read: 1/22/08 2nd Read: 1/23/08 <u>Committees</u> Trans: DP 1/31/08 CMMA: DP 2/12/08 Rules: C&P 2/19/08 3rd Read: Passed 3/18/08 Senate 1st Read: 3/19/08 2nd Read: 3/20/08 <u>Committees:</u> Trans: DP 4/01/08 Rules: 3/19/08</p>	<p>Support</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are split among the remaining four districts.]	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: DP 2/28/08 WM: W/D 3/03/08 Rules: C&P 3/11/08 3 rd Read: Passed 3/18/08 Senate 1 st Read: 3/19/08 2 nd Read: 3/20/08 <u>Committees:</u> Trans: DP 4/01/08 Rules: PFCA 4/07/08	Monitor
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley: Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	Monitor
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 Rules: 1/22/08	Oppose/ Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo: Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	Support
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema: Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1 st Read: 2/04/08 2 nd Read: 2/05/08 <u>Committees:</u> CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	Monitor
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	Monitor
Statewide Transportation Plan; Recommendations	HCR 2016	Rep. Nelson	HCR 2016, pending voter approval, amends the Constitution of Arizona to require ADOT to make recommendations to the Governor and the Legislature for the implementation of a Statewide Transportation Plan. <u>Provisions:</u> - Requires ADOT to make recommendations by January 1, 2009 to the Governor and the Legislature for the implementation of a Statewide Transportation Plan using results from BQAZ. - Requires the Secretary of State to submit the proposition to the voters in the next general election.	House 1 st Read: 2/06/08 2 nd Read: 2/07/08 <u>Committees:</u> CMMA: DPA/SE 3/04/08 Rules: C&P 3/19/08 COW: DPA 3/24/08	

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Air Quality; Violation Reports	HB 2044	Rep. Robson	<p>AIR QUALITY</p> <p>The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.</p>	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08	Monitor
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees:</u> Env: DP 1/30/08 Trans: DP 2/21/08 Rules: C&P 2/26/08 3 rd Read: Passed 3/19/08 Senate 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> NRR: DP 4/02/08 Rules: PFC 4/07/08	Monitor
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Env: 1/29/08 Rules: 1/29/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>Vehicle Emissions Testing; Onboard Diagnostics</p>	<p>HB 2725</p>	<p>Rep. Nichols</p>	<p>On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.</p>	<p>House 1st Read: 2/06/08 2nd Read: 2/07/08 <u>Committees:</u> Env: DP 2/20/08 Rules: C&P 3/19/08 COW 1: Ret On Cal 3/24/08 COW 2: DPA 3/26/08</p> <p>Senate 1st Read: 3/31/08 2nd Read: 4/01/08 <u>Committees:</u> NRRRA: DP 4/09/08 Rules: 3/31/08</p>	<p>Monitor</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Deferred Presentment Transactions; Regulations	SB 1239	Sen. Blendu	<p>HUMAN SERVICES</p> <p>Information in the annual license renewal application required to be submitted by payday loan companies (officially termed deferred presentment companies) is expanded to include (for the previous calendar year); the total number and dollar amount of loans, the annual average percentage rate, average dollar amount, average length of terms for loans, total dollar amount of fees collected, the total amount written off, and the total number of customers that entered into more than one loan transaction. The Dept of Financial Institutions is to aggregate the information and report to the Legislature and governor by November 1 every year. Laws authorizing payday loan transaction in the state, due to sunset on July 1, 2010 are extended two years to July 1, 2012. In session law, the Dept of Financial Institutions is to conduct a review by July 1, 2010, of information reported annually by the companies and of comparable loan rates and terms.</p>	<p>Senate 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: FIRR: DP 2/18/08 Rules: PFC 3/10/08 Consent: Object 3/10/08</p>	Monitor
Budget Reconciliation; Health and Welfare	SB 1304	Sen. Burns	<p>An emergency measure resetting the Maricopa and Pima County contributions to the Arizona Long Term Care System (ALTCs) for FY 2007-2008. Suspends expenditures for the General Assistance (GA) Program in the Department of Economic Security (DES) for the remainder of FY 2007-2008 and requires Legislative Council staff to prepare legislation to eliminate the Program beginning FY 2008-2009.</p>	<p>Senate 1st Read: 1/30/08 2nd Read: 1/31/08 Committees: App: DPA/SE: 2/19/08 Rules: 1/31/08</p>	Monitor
Domestic Violence; Definition	SB 1386	Sen. Gray L	<p>Changes the statutory definition of “domestic violence” for purposes of the criminal code to exclude violence between persons residing together as roommates.</p>	<p>Senate 1st Read: 2/05/08 2nd Read: 2/06/08 Committees: PSHS: HELD 2/28/08 Jud: W/D 2/19/08 Rules: 2/05/08</p>	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Payday Loans; Repeal Termination Date	SB 1492	Sen. Gorman	Sunset of statutory provisions authorizing payday loans (officially called the deferred presentment licensing program) is repealed, make the authorization permanent.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> FIIR: HELD 2/25/08 Rules: 2/11/08	Monitor
Payday Loans; Regulations	HB 2148	Reps. Ableser, Farley: Sen. McCune Davis	Various changes in statute aimed at regulating the payday loan industry, including prohibiting loans of less than \$3,000 unless done through chartered bank or thrift or otherwise permitted by law. Provides for various criminal and civil penalties.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees:</u> FI: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of “domestic violence” to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> Jud: 1/24/08 Rules: 1/24/08	Support
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Jud: 1/29/08 Rules: 1/29/08	Support
Budget Reconciliation; Health and Welfare	HB 2859	Rep. Boone	Dept of Economic Security expenditures for the general assistance program are suspended for the remainder of the fiscal year. Also Maricopa County’s contribution to the Arizona Long Term Care System (ALTCs) is increased \$5.5 million to \$41 million. Emergency clause.	House 1 st Read: 2/18/08 2 nd Read: 2/19/08 <u>Committees:</u> App: DPA 2/20/08 Rules: 2/18/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Solar Construction Permits	HB 2615	Reps. Mason, Ableser, Reagan	<p>BUILDING CODES</p> <p>Counties and municipalities are required to adopt a set of prescribed standards for issuing permits for the use of certain solar energy devices. Also an 18-member (six are legislators) Local Government Solar Equipment Permit Process Improvement Study Committee is established to study best practices regarding permitting and removal of barriers to the permitting process. A report with recommendations is due to the Legislature and governor by Dec. 31, 2009.</p>	<p>House 1st Read: 2/13/08 2nd Read: 2/14/08 <u>Committees:</u> CMMA: DPA/SE 3/04/08 Rules: C&P 3/11/08 COW: DPA 3/13/08 3rd Read: Passed 3/20/08</p> <p>Senate 1st Read: 3/24/08 2nd Read: 3/25/08 <u>Committees:</u> Gov: DPA 4/07/08 Rules: 3/24/08</p>	Monitor
Omnibus Energy Act of 2008	HB 2766	Rep. Mason; 16 others	<p>Establishes energy efficiency goals for residential and commercial construction, schools and state buildings. The bill also addresses renewable energy goals for public utilities, engine idling, biofuels and other motor fuel emissions.</p>	<p>House 1st Read: 2/13/08 2nd Read: 2/14/08 <u>Committees:</u> WA: DPA 2/21/08 Env: W/D 3/12/08 Rules: C&P 3/19/08 COW: DPA 3/24/08</p> <p>Senate 1st Read: 3/31/08 2nd Read: 4/01/08 <u>Committees:</u> NRRRA: DPA 4/09/08 Rules: 3/31/08</p>	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Prisoners; Incarceration; County Jail	SB 1136	Sens. Chevront, Gray C	<p>MISCELLANEOUS</p> <p>If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.</p>	Senate 1 st Read: 1/23/08 2 nd Read: 1/24/08 <u>Committees:</u> PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08	Monitor
Centennial Funding; Capitol Renovation	SB 1337	Sen. Flake; 60 others	<p>Reallocates the \$2.5 million appropriated in fiscal 2006-2007 to legislative council as follows: 1) \$2,050,000 to the Historical Advisory Commission; and 2) \$450,000 to legislative council. Emergency clause.</p>	Senate 1 st Read: 1/31/08 2 nd Read: 2/04/08 <u>Committees:</u> App: DP 2/26/08 Rules: PFC 3/03/08 COW 1: Retained 3/11/08 COW 2: DP 3/13/08 3 rd Read: Passed 3/18/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> App: DPA 4/02/08 Rules: 3/20/08	Monitor
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	<p>Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.</p>	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 <u>Committees:</u> Gov: DP 2/18/08 Rules: 2/06/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> CMAA: 1/14/08 Rules: 1/14/08	Monitor
Emergency Telecommunication Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> NRPS: DP 2/06/08 Rules: C&P 3/13/08 3 rd Read: Passed 3/19/08 Senate 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> PSHS: 3/24/08 App: 3/24/08 Rules: 3/24/08	Support
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for "administrative purposes" or to provide for more than one polling place within a district.	House 1 st Read: 2/18/08 2 nd Read: 2/18/08 <u>Committees:</u> Jud: DP 3/06/08 Rules: C&P 3/11/08 Senate 1 st Read: 3/19/08 2 nd Read: 3/20/08 <u>Committees:</u> Jud: DP 3/31/08 Rules: PFC 4/07/08	Monitor

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means
W/D	Withdrawn